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The Hongkong Telegraph.

(ESTABLISHED 1881)

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WEDNESDAY, MARCH 31, 1920.

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REUTER'S TELEGRAMS.

MORE IRISH TROUBLE.

ARMED RAID ON POLICE.

London, March 26.
Armed raiders attacked a police hut at Gortalea, County Kerry, at night, using paraffin bombs and rifles. Six Police officers resisted for two hours and did not surrender until the hut was aflame and three were wounded. The attackers rushed in but were scattered by the explosion of the remaining ammunition.

DASTARDLY MURDER OF MAGISTRATE.

London, March 25.
The circumstances attending the murder of Mr. Bell, Resident Magistrate in County Dublin, are like those of a Wild West film. The man in which the victim was riding from his residence in the morning reached a stopping-place when half a dozen inside passengers suddenly sprang to their feet and dived at Mr. Bell, who was reading a newspaper. Simultaneously, a number of men upstairs descended, carrying revolvers. All hustled Mr. Bell to the pavement, where they riddled him with bullets. His body lay in a pool of blood. All the assailants escaped.

ONE EFFECT OF INTIMIDATION.

London, March 29.
Replying to Mr. Enskip, Mr. Lloyd George declined to give an undertaking that there would be no deportations or arrests in Ireland, except under ordinary law, pending the passage of the Irish Bill. He declared that the Government would take all steps to perform their first duty, that of protecting the lives of Irish citizens—(Cheers).

Replying to Mr. Devlin, Mr. Lloyd George emphasised that as long as the present terrorism and intimidation existed in Ireland, it was absolutely impossible to get evidence necessary to bring the arrested people to trial.

As long as eye-witnesses of crimes, with which they had not the least sympathy, were prevented by gross intimidation from giving evidence against the criminals, the Government must resort to abnormal measures.

NEW COMMANDER-IN-CHIEF.

London, March 29.
In the House of Commons, Mr. Lloyd George, announcing the appointment of Sir Nevil Macready to the Irish Command in succession to General Shaw, whose retirement is impending, said that the Government believed that the appointment of Sir Nevil Macready, who had remarkable powers of organisation, and exceptional judgment and tact, would strengthen the administration of law in Ireland.

THE GERMAN SITUATION.

FIGHTING NEAR DUTCH FRONTIER.

Amsterdam, March 26.
There is heavy fighting between the German Communists and Governmental troops near the frontier. The authorities are immediately sending troops to the eastern district and are calling up three levies as a precaution, it being anticipated that the Reds may cross the frontier to procure foodstuffs.

TO KIDNAP CROWN PRINCE?

Amsterdam, March 26.
It is reported that the newspapers are adversely commenting on the fact that a German minesweeper has been cruising the Zuider Zee for three days unchallenged. One journal points out that it is no wonder if the Allies have suspected the Dutch of favouring efforts by the German Marine to kidnap the Crown Prince from Wieringen.

THE CABINET CRISIS.

Berlin, March 26.
The resignation of the Cabinet was due to pressure by the Labour Federation, which has been most discontented since the Government returned from Stuttgart. An outgoing member of the Cabinet stated that the Coalition parties would continue to co-operate; furthermore, Labour would be given a strong voice in shaping the new Cabinet.

THE PRINCE'S TOUR.

A SAD INCIDENT.

London, March 26.
H.M.S. Renown has arrived at Barbados. When nearing port, a marine gunner fell overboard and was drowned in the rough sea, despite a prolonged search. The Prince of Wales attended the funeral service on the fore-castle. The voyage otherwise was uneventful.

DOMINION NAVAL AFFAIRS.

Ottawa, March 26.
In the House of Commons, Mr. Ballantyne, Minister of Naval Affairs, announced that Canada accepts Britain's offer of one light cruiser and two destroyers, and will continue the Canadian Navy on the pre-war basis, but the adoption of a permanent naval policy will be deferred until after the Imperial Conference.

DENIKEN'S FINAL STAND.

Constantinople, March 24.
General Deniken is preparing to make his final stand on the hills at Novorossisk, from which women and children are evacuating.

NEW AUSTRALIAN TARIFF.

Melbourne, March 28.
A new tariff has been introduced in the House of Representatives which protects new industries and encourages others, and which also substantially increases the preference towards Britain.

FRENCH POLITICS.

Paris, March 27.
The Chamber has passed a vote of confidence in the Government by 518 votes to 70.

REUTER'S TELEGRAMS.

TORNADOS IN AMERICA.

THOUSANDS OF PEOPLE HOMELESS.

New York, March 29.
A series of tornados is reported from North-Eastern Illinois, parts of Ohio, Michigan, Missouri, Indiana, Wisconsin, Georgia and Alabama. Many people were killed and injured and thousands rendered homeless. The damage totals millions of dollars.

NEW HOME RULE BILL.

THE FINANCIAL PROVISIONS.

London, March 25.
A Treasury statement outlining the financial provisions of the new Home Rule Bill shows that after deducting the Irish contribution of £18,000,000 towards Imperial expenditure, the revenue of the Irish Parliament will amount to £18,500,000 and the expenditure to £15,250,000.

THE PARLIAMENTARY BATTLE.

London, March 29.
The second reading of the fourth Home Rule Bill, or, as it is officially described, the Bill for the Better Government of Ireland, opened most quietly. The House was not excited. Interest in the debate mainly centres on the expected duel to-morrow between Mr. Asquith and Mr. Lloyd George. A division is expected on the 31st. Special precautions have been taken to meet the contingency of Sinn Fein outrages at Westminster.

SECESSION OF IRELAND IMPOSSIBLE.

London, March 29.
In the House of Commons, Mr. MacPherson, moving the second reading of the Home Rule Bill, emphasised that the secession of Ireland, wholly or partially, from the United Kingdom could never be tolerated. He pointed out that Ireland's present prosperity from a material standpoint was solely due to her Imperial connection. After describing the main provisions of the Bill, he said that recent events had shown that an undivided Ireland was, legislatively, impossible. The Imperial Government was determined to safeguard the rights of police, resident magistrates, and all loyal servants of the Crown. Referring to the favourable state of Ireland's finances he said the Government considered that an Imperial contribution was necessary as long as Ireland remained within the Empire. The Lord Lieutenant would continue to exist but there would no longer be religious disabilities regarding the appointment thereto.

The Chief Secretaryship would be discontinued. Dwelling on the gravity of the situation he said that fortunately there were valiant and dependable men in Ireland and wise men of goodwill, irrespective of party, in England who realised the importance of sinking internal antagonism in the interests of the world and of Imperial peace, and who were prepared to support the measure.

Mr. Clynes, moving the rejection, declared that however prosperous Ireland was or might be materially, it did not dispose of the national and patriotic claims. He condemned the Government's stringent administration.

THE MINERS' DEMANDS.

A BRIGHTER OUTLOOK.

London, March 26.
It is now hoped that the coal crisis is passing. A conference of the Miners' Federation this morning authorised the Executive to continue negotiations, thus agreeing to consider the percentage principle of wage advance as against the flat rate basis to which they had hitherto adhered. The Executive again conferred with the Premier this afternoon, after which the Miners' Secretary announced that the Government was making a new offer on Monday.

NEW GOVERNMENT OFFER.

London, March 29.
After the Conference between the Government and the Miners' Executive, Mr. Hodges, the Miners' Secretary, stated that the Government now offered 20 per cent. on gross earnings, excluding the Sankey and war wages with a guaranteed minimum flat rate of 2/- a shift for all workers over 18 years, 1/- between 16 and 18 years, and 9d. under 16 years, from March 12.

A BALLOT.

London, March 29.
The Miners' Conference has decided to ballot on the coalfields on the question of accepting the Government's new offer, or, alternatively, to strike. The United Vehicle Workers have intimated to all English bus concerns their intention to strike at midnight on April 3, owing to the unsatisfactory reply to their demanded 10/- increase.

HOME RACING.

London, March 26.
The Grand National resulted as follows:—
Troytown 1.
The Turk II 2.
The Bore 3.
Twenty-four ran; won by twelve lengths, with six lengths between second and third.
Betting:—6 to 1 Troytown; 66 to 1 The Turk II; 28 to 1, The Bore.

NO MORE BRIGADIER GENERALS.

London, March 27.
The War Office announces the abolition of the rank of Brigadier General, and substitutes the titles of Colonel Commandant and Colonel-on-the-Staff. Retired officers will retain the title.

TURKISH CABINET RESIGNS.

London, March 26.
A Constantinople message says Salih Pasha's Cabinet has resigned. Damad Ferid Pasha has been requested to form another.

VARITY SPORTS.

London, March 27.
In the Queen's Club sports, Oxford beat Cambridge by 5 1/2 events to 4 1/2.

HONGKONG LABOUR TROUBLES.

FITTERS DEMAND MORE WAGES.

TALK OF A GENERAL STRIKE.

Unless an eleventh-hour settlement is reached, what promises to be a united strike of all the fitters in the shipbuilding and engineering yards of Hongkong will come about to-morrow.

A few days ago, the fitters engaged in the various shipbuilding establishments sent in petitions to their respective heads, demanding an increase of 40 per cent. on their salaries. The letter, which was couched in conciliatory language, pointed out that the cost of living had increased considerably since last year, and that not only food-stuffs but articles of wear and house rents had gone up phenomenally. While there was a substratum of truth in these statements, the companies contended that the conditions of living to-day for the average labourers in the docks and in the yards are exaggerated. The Fitters' Guild, it may be mentioned, has been supporting the men's demands for more pay. At the time of the presentation of the demands the fitters did not contemplate a strike, but since Monday in the villages contiguous to the Docks there have been rumours of a strike on the 1st of April. The men so far have not threatened their employers with a strike, but detectives employed by the large companies have elicited the fact that the men intend coming out to-morrow if their demands are not conceded.

We are informed that about nine thousand fitters are employed by the ship repairing and building yards of the Colony, and should these people come out to-morrow, practically all work at the various establishments will be held up.

The Chinese engineering firms affected are, we are told, the Tung Tai, which specialises in ship repairing work; the Kwong Hip Loong, in Shamsuipo; and the Kwong Tak Cheong, situated near Bailey's, whose business is especially the building of ships. There are also a couple of shops in Yaumati, and a few small ones in Shamsuipo likely to be affected. These Chinese concerns employ roughly about 3,000 fitters, though the number varies with the condition of trade. In busy times a much larger force of fitters find employment in these places. The same applies in the case of the Dock Companies and the engineering firms. The Hongkong and Whampoa Dock Company employ roughly about 4,000 fitters, and Messrs. Bailey and Company about 200.

The fitters in the Royal Naval Yard, who number approximately 500, have also sent in a petition for increased wages, and secret enquiries made amongst the men serve to show that these fitters may strike in sympathy with the others.

There has been a series of consultations between the No. 1's of the fitters and the heads of the various engineering firms and Dock companies, but we learn that the employers are unanimous in their opinion that the demands of the workmen are unreasonable, and are not prepared to concede all that the latter ask.

It would seem that the discontented men do not fully understand what is meant by an increase of 40 per cent. Some companies give their employees lodgings and food, some lodgings and some only their wages. The point is whether 40 per cent. means a 40 per cent. increase on their wages without food or lodgings, or 40 per cent. plus food and lodgings, or is some other basis of the advantage which some of the fitters enjoy. This is a question which the men and employers have to consider carefully.

Some of the employers think the 40 per cent. demand absurd. A general increase of 40 per cent. is, they say, impossible, as the different companies pay their fitters on different bases. For instance, the Kowloon-Canton Railway pay them a certain wage, and also provide them with wallings along the line. In this connection, it may be stated that the fitters employed by the Railway Administration have sent to the authorities a petition similar to that of the fitters in the industrial and Dock Companies. So far, there has been no open threat of a strike, though the movement for an increase of 40 per cent. is general amongst the fitters of the Colony.

The Government, we learn, is not yet intervening, being of opinion that it should only act in the event of a serious deadlock being reached.

It appears that the employers are working in union, and this morning representatives of the employers interviewed the representatives of the fitters, and talked the matter over. From all accounts, the companies are not prepared to pay the 40 per cent. asked for, but they may concede half of the demand. The discussion in the morning among the parties was not fruitful of much good, as it was rumoured that the men doggedly held out for the increase they had asked for in their petitions.

There was another conference at noon. The fitters and turners of the Hongkong Tramway Company have also joined the fitters of the other companies in their agitation, whilst the sugar refineries are also affected.

Up to the time of going to press we could obtain no definite information regarding the results of the conferences, the principal employers declining to make any statement.

WORKED BY PHOENICIANS.
"In Cornwall certain mines, worked at one time by the Phoenicians, are, in the opinion of the committee, far from exhausted." This is one of the conclusions of the Departmental Committee appointed by the Board of Trade, under the chairmanship of Sir Lionel Phillips, to investigate the economic possibilities of the non-ferrous mines of the United Kingdom. It is reported that there are mining properties lying idle or untouched of extreme value, and that the State should take upon itself the responsibility of opening or reopening them to the advantage of the Nation. State acquisition of the mineral rights in non-ferrous mines will be recommended.

TO-DAY'S CHINESE TELEGRAMS.

THE OPIUM QUESTION.

Shanghai, March 30.
According to a telegram from Dr. Wellington Koo, the question of opium suppression in China has been taken up by the League of Nations, and a declaration has been made that the Chinese Government has failed to carry out its terms, and that merchants of a certain Power have imported poppy seeds in large quantities to China for planting. A Special Commission should be despatched to China to investigate the whole question. The State Department is preparing to send out circular telegrams to the various authorities to have poppy-growing suppressed.

THE FOCHOW CONFERENCE.

Shanghai, March 30.
Owing to the Japanese Minister making counter-demands outside the scope of the Fochow incident, the Conference has not yet concluded.
(Other Early and Special Telegrams on Pages 3 and 5.)

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 54 1/4d.

THE WEATHER.

Forecast:—Fair. Barometer:—29.95. Temperature 2 p.m.:—75. Humidity 2 p.m.:—81.

CANTON UNREST.

TWO BOMB EXPLOSIONS.

The echo of a bomb was heard on the East Bund at 8.15 p.m. in the evening of the 29th instant (says the Canton Times) when the people nearby were thrown into a panic. They ran away in all directions and a number of riotous were overturned. Fearing that robbery might take place, the police blew their whistles for re-inforcements. This frightened the pedestrians to a much larger extent. An enquiry was immediately made by a reporter of the Times. It was found out that the bomb exploded under the right hand side wall of the Head Quarters of the Second Defence Army on the East Bund. It has been reported that underground explosives were stored in an empty room there. Probably due to the heat of the ground the explosion took place. Fortunately nobody was there. After the explosion, the walls of the room split in several places, and the roof collapsed. The thick wall near the southern street, where the empty ground of the Kaiping Coal Bureau is, suffered little damage. A hole near the ground about one foot high and two feet wide is visible in that wall, and the rest of the wall has a large yellow mark caused by the smoke of the explosion.

Later in the evening, another explosion took place inside the City. It was subsequently found out that a bomb exploded in No. 3, Kwong Fock Lane behind the new residence of Captain Tsao, the Director-General of the Kwangtung Conservancy Works. This bomb did a certain amount of damage in the building, but no casualty has been reported, there being no person living in the house at the time.

RETAILER'S PROFITS.

CURRENT COST TO BE CONSIDERED.

The Board of Trade have instructed profiteering committees to take into consideration in cases of alleged profiteering the replacement value of the article in dispute and the current cost price of a similar article.

The Board of Trade point out that a retailer, who had laid in a large stock of goods which had since fallen in value, would be compelled to sell the goods at the current market price, even at a loss, and it would appear to be only reasonable that he should be entitled to reap some advantage from a corresponding increase in price. Moreover, a retailer who has had goods in stock for some time has had his capital locked up in the goods and therefore idle, and in some cases, no doubt expenditure has been incurred in their storage.

Cost price was not the only question to be taken into consideration, as the logical result would be that the retailer might have to charge different prices for the same line of goods, according to the price originally paid. For various reasons, such as changes in fashion, certain classes of goods are subject to violent fluctuations in demand and price, and a price showing a large profit on the sale of such an article might not be unreasonable when all the circumstances are taken into consideration.

DON'T FORGET.

TO-DAY

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—5.15 p.m.

TO-MORROW

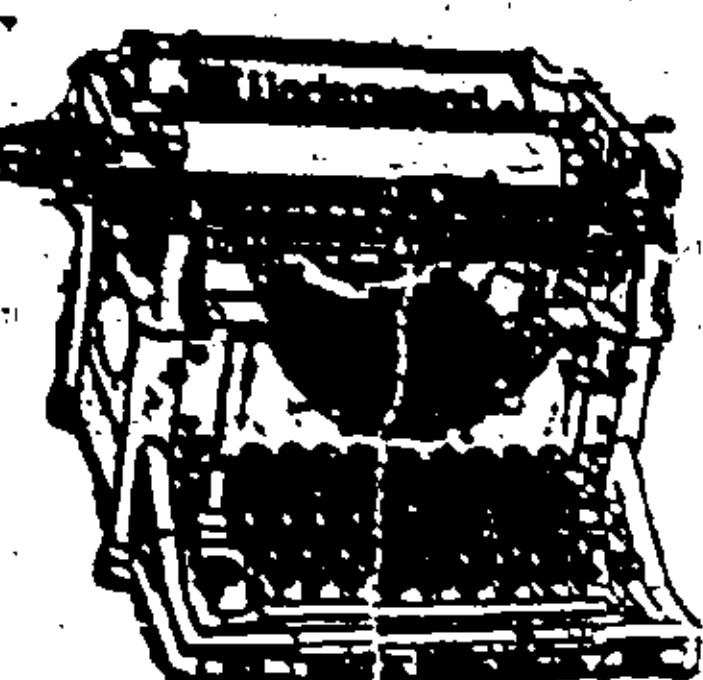
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—5.15 p.m.

NOTICES.

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4 STRAND 3" to 10" CIRCUMFERENCE

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THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
SHEWAN TOMES & CO., LTD. Agents.

EXPORTERS AND DEALERS.

HONGKONG ASSOCIATION'S ANNUAL MEETING.

The annual meeting of the Association of Exporters and Dealers of Hongkong was held yesterday at the Chamber of Commerce rooms. Mr. J. Owen Hughes presided, supported by the following members of the Committee: Messrs. S. M. Churn, R. H. Kotewall, A. D. Humphreys, W. Rumbach, W. A. E. S. Carrall, Leung Fai Nam, A. D. Humphreys, (Committee), Mr. E. A. M. Williams (Secretary). (The following firms were represented:—Messrs. J. M. Alves & Co. (L. D. Barton), Arnold Bros. & Co. Ltd. (Mr. M. Monteith Webb), Bradley & Co. Ltd. (Mr. T. W. Hill), E. A. Beaumont & Co. (Mr. E. A. Castro), British Chinese Trading Co. (Mr. A. M. Xavier), Donnelly and Whyte (Mr. L. M. Whyte), Gibb Livingstone & Co. (Mr. J. M. Gordon), Gilman & Co. Ltd. (Mr. P. H. Symes), W. A. Hannibal & Co. (Mr. W. A. Hannibal), W. G. Humphreys & Co. (Mr. A. D. Humphreys), J. D. Hutchison & Co. (Mr. C. J. Higginbotham), Hongkong Import and China Produce Export Co. (Mr. A. de Souza), Reiss & Co. (Mr. E. F. Carrall), J. M. da Rocha & Co. (Mr. J. M. da Rocha), U. Rumbach & Co. (Mr. W. Rumbach), Rudolf Wolff and Kew Ltd. (Mr. C. H. W. Kew), De Souza & Co. (Mr. F. Remedios), The Hongkong Mercantile Co. Ltd. (Mr. R. H. Kotewall), Union Trading Co. (Mr. S. M. Churn and Mr. J. C. Barrett), Messrs. Harry Wicking & Co. (Mr. J. Owen Hughes), Messrs. Wing Cheong Co. (Mr. Leung Fai Nam), Messrs. P. A. Xavier & Co. (Mr. A. M. Larsina), Messrs. Xavier Bros. Ltd. (Messrs. M. Baptista and P. A. Xavier).

The Secretary read the notice convening the meeting, after which the Chairman said:—
Gentlemen.—In the absence of your Chairman, Mr. Syme Thomson, it devolves upon me to preside at this Meeting; and I would like in the first place, to express the thanks of the Committee, as well as on behalf of the members of the Association to Mr. Syme Thomson for the able and very efficient manner he has presided over our deliberations. (Applause).

Accounts.—The Statement of accounts of the Association and the report of the committee for the past year has been in your hands for several days, I will therefore, with your permission take them as read. There is nothing in the accounts which call for special mention. You will not have failed to notice our finances have been considerably strengthened during the year under review.

Membership.—It is gratifying to note our membership has increased from 43 to 57, consisting of 55 European and 2 Chinese Firms. This is a testimony of the good work done by this Association in the past; and as this organization becomes more widely known and recognised in the principal buying centres of Europe, America, and elsewhere, there can be no doubt as to its advantages to members, nor of its usefulness to the export trade of the Colony. The object of our Association is, as you know, to watch over and protect the interests of the export and Chinese produce trade of Hongkong, to secure means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; to form a code of practice whereby the transaction of export business may be simplified and facilitated, and to encourage by example and advice the formation of a like institution in other ports for the general protection and advancement of the export and Chinese produce trade of

China. Therefore let us, one and all, do our utmost to maintain and uphold these high aims. The incoming committee will, I am sure, welcome any suggestions brought before them by members, that will tend to the greater efficiency and usefulness of this Association; and I trust you will readily avail yourselves of their services.

Let it be our object to make our Association known as one from whose members, buyers abroad, as well as suppliers and producers in China will always obtain a "square deal." We should maintain those high traditions for business integrity that the world at large has come naturally to expect from Trading organizations whose privilege it is to be living and carrying on their business under the protection of the British flag.

Coming now to the various questions that have been under the consideration of your committee during the past year; I would first mention that of the "Sampling Godown." This, as you may recollect, has been before us at the last two general meetings, and whilst the desirability of having such a godown is acknowledged by many of our members, the scheme has been found to be unworkable, and has now been abandoned.

Freights.—I am afraid the predictions made by the Chair presiding here last year have not altogether been realised; for we have had not only to contend with increasingly high rates but also the still more extraordinary adverse exchange, rendering export business most difficult; and but for the fact that the countries of Europe and elsewhere have been in a state of starvation for raw materials of all kinds, business would have been utterly impossible, added to which we have had to put up with cable colars. But enough has already been said and done by the Committee of the Chamber of Commerce, that it only remains for me to express the hope that our troubles in these matters may be nearing the end. Our recent protest to the Homeward Freight Conference did not bring any very satisfactory reply; but then, of course, it cannot be expected that exporters and shipowners can always hold the same views. We were, however, able to obtain for members, the permission of the Conference to forward cargoes by "outside" steamers without being penalised on such occasions as the Conference were unable to provide the necessary tonnage.

Rice Shipments.—With regard to this very important question, you are aware that the special Rice Sub-Committee has had the matter in hand, and I am pleased to be able to say that after many meetings and conferences, the question of grading etc. has been satisfactorily settled. I am sure you will join with me in expressing the hope that the restrictions at present imposed on rice shipments by the Siamese Government will soon be removed, so that our Port may continue to enjoy its proud position of being the largest distributing centre for this commodity.

Wood Oil.—The next matter I would draw your attention to, is that of a more uniform test of wood oil. In this connection we are much indebted to the Government Analyst for his valuable help. It will interest you to know that your Committee believe they will, during the current year, be able to arrive at a more satisfactory agreement on this very important subject; we are about to have exhaustive analytical tests carried out under the auspices of different Chambers of Commerce in the United States (from whence, up to the present, most of our troubles come) and it is to be hoped that before our next annual meeting this question will be disposed of to the entire satisfaction of both sellers and buyers. In conclusion your Committee is very pleased to have been of some real service to one of the members of our Association.



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tion in connection with certain discrepancies in landed weights of a large shipment to the Pacific Coast; and they have already expressed their thanks for the vast amount of trouble and careful investigation made by the San Francisco and Seattle Chambers.

With these remarks, I beg to move the adoption of the Report and Accounts, and after they have been seconded, I shall be glad to answer any questions to the best of my ability. (Applause).

Mr. W. A. Hannibal.—Mr. Chairman, I have very much pleasure in seconding the adoption of the Report and Accounts. We have all listened with very much interest to the remarks that have fallen from the chair, and I am afraid there is very little that I can add to what has been already said. It is gratifying to note that our financial position is sound and also that our membership list continues to grow, but at the same time I still notice we only have two Chinese firms on that list and I should very much like to see several more of them roll up, because I think it is as much in their interest as in the interest of the foreign firms to come in and join us, and I should very much like to have more of the Chinese with us. I think the outlook for trade in this Colony is certainly bright and as things get brisker I think the incoming committee will find plenty of work to their hands; and I should like to take this opportunity of thanking the outgoing committee for the time they have given and also for what they have accomplished for us during the past year. I think you will agree that this Association has fully justified its having been brought into existence. It has done quite a lot of useful work, and I believe it has still got a lot of very useful work before it, and that in the time to come it will more than justify itself and prove a real and useful help to the exporters and dealers of this Colony. With those few remarks I beg to second the adoption of the Report and Accounts.

The motion was carried unanimously.

NEW COMMITTEE.
The following had been nominated to form the new Committee.—Messrs. E. S. Carrall, S. M. Churn, W. A. Hannibal, T. W. Hill, N. E.

NOTICES.

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ROBINSON'S

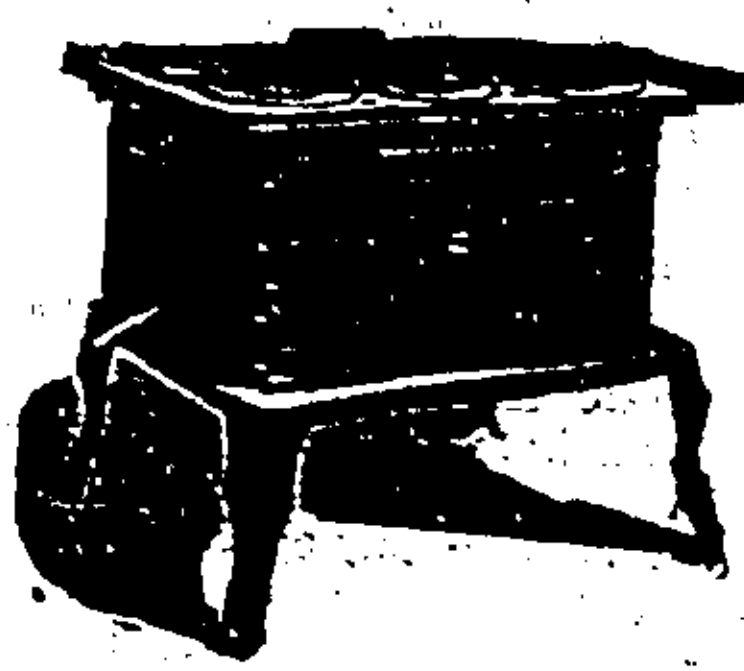
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60cts. "BEETLE VIRUS" 60cts.

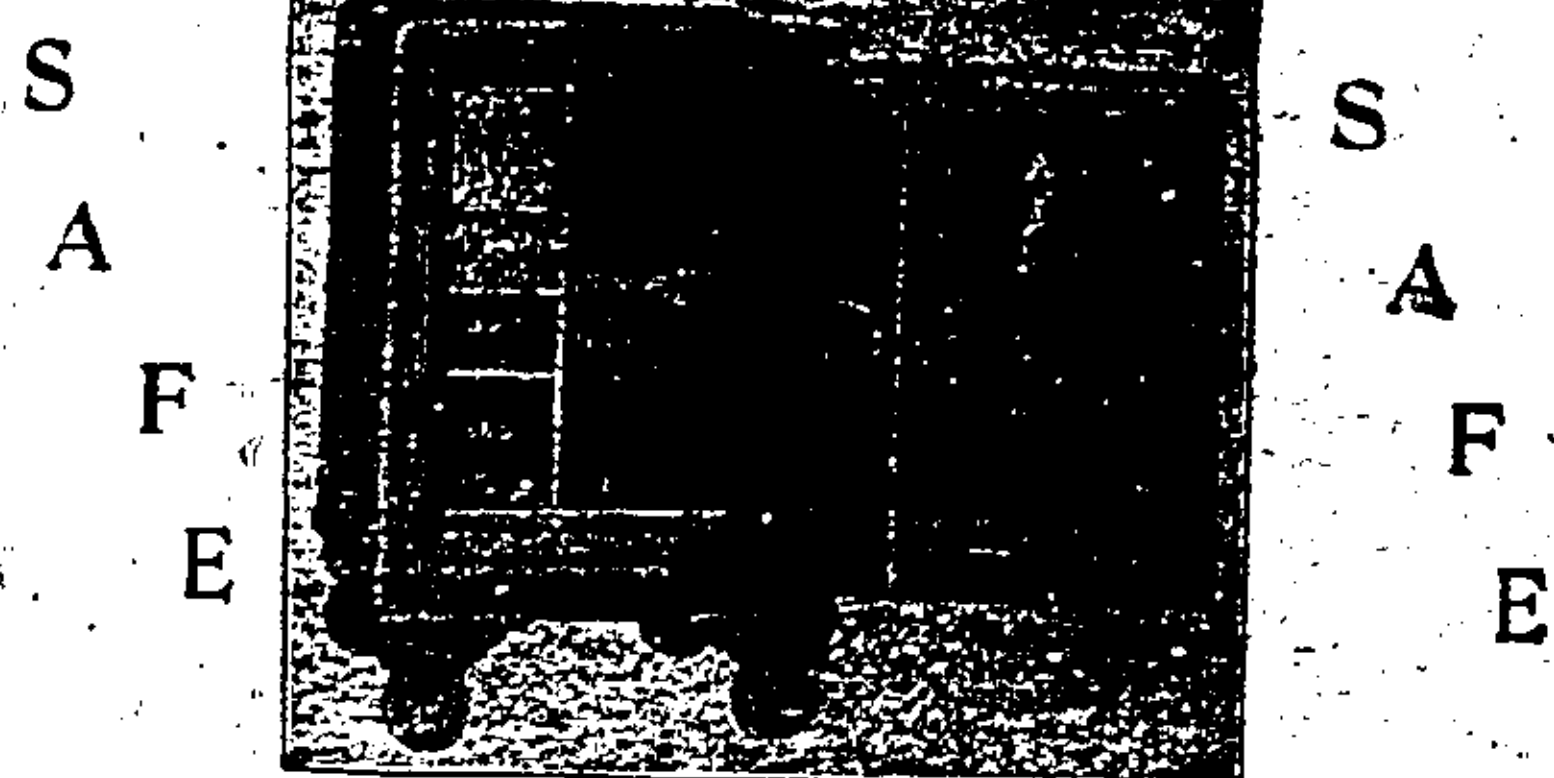
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which is certain destruction to this loathsome pest. Harmless to any other living creatures.

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Hollands, J. Owen Hughes, A. D. Humphreys, R. H. Kotewall, U. Rumbach, B. Monteith Webb, and Seung Fai Nam.

There were no further nominations and Mr. Symes moved that these form the Committee.

Mr. White seconded and the motion was carried.

NEW MEMBERS.

The Chairman proposed the confirmation of the admission of the following new members.—Messrs. British Chinese Trading Co., Walter Ford & Co., The China Crude Ore Export Co., Ltd., Thomas W.

Simmons & Co., "Transmarina" Trading Co., Holland Pacific Trading Co., Rudolf Wolff & Kew Ltd., Hongkong Import & China Produce Export Co., Cooper & Co., P. A. Xavier & Co., Silva Netto & Co., Xavier Bros., Ltd.

Seconded by Mr. A. D. Humphreys and carried.

This concluded the business.

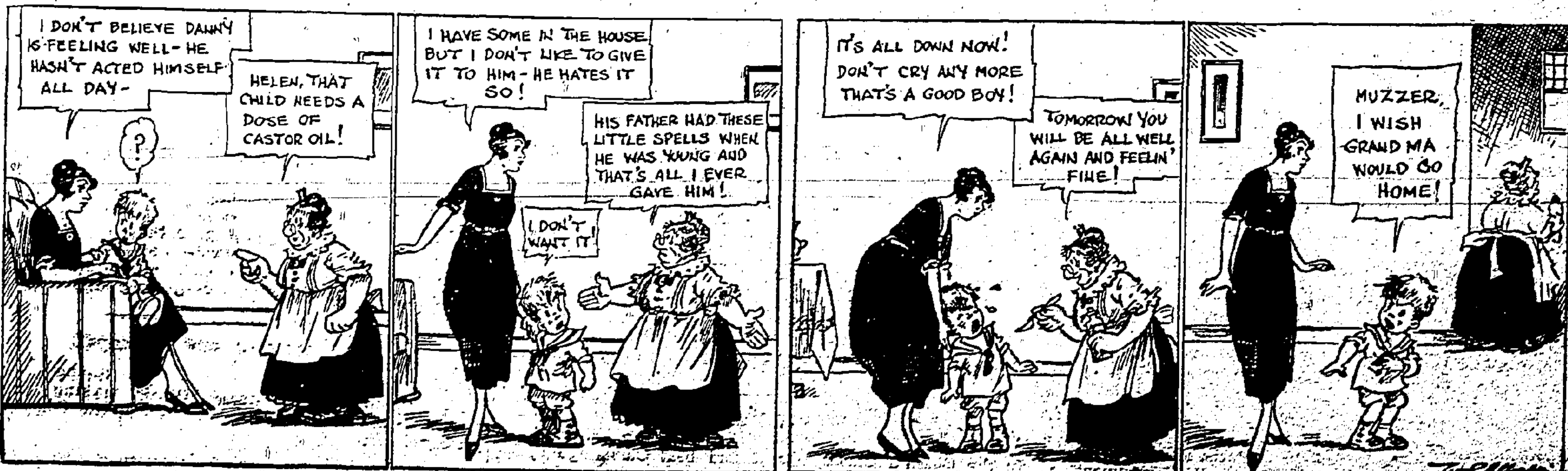
ELECTION OF CHAIRMAN.

At a subsequent meeting of the committee Mr. J. Owen Hughes was elected chairman for the ensuing year, and Mr. A. D. Humphreys vice-chairman.

DOINGS OF THE DUFFS

Grandma is in Bad.

BY ALLMAN



NOTICES.

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Large quantities have been exported to various parts
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EARLIER TELEGRAMS.

THE GERMAN SITUATION.

Berlin, March 23.
The Chancellery denies the report of 13th March that a
warrant was issued for Ludendorff's arrest. A meeting of
the National Assembly is fixed for 25th inst., but has been
indefinitely postponed until the situation clears. It is reported
from Kiel that the naval units have deposed all their officers,
including the new Chief of the Station. The appointments
have been filled up with deck hands and members of the
Republican Officers' League, and these are accepting orders
from the Civil Governor.

The Government has negotiated a twenty-four hour
armistice with the Reds on the Ruhr, renewable daily. The
Reds were previously advancing steadily. Their guns were
audible in Holland and the Government troops were digging
in. It is reported that a new Cabinet has been formed,
composed entirely of Social Democrats and Centrists, in-
cluding Herr Bauer as Chancellor, Herr Cuno, ex-Director of
the Hamburg-America Line as Finance Minister and Herr
Muller, a Socialist, as Foreign Minister.

Paris, March 23.
It is reported that 3,500 field guns were found by the Allied
Commission in the vicinity of Berlin. Altogether 12,000, with
6,000 aeroplanes intact, were discovered throughout Germany,
whereas under the Peace Treaty Germany should not have
more than 204 three inchers and no aeroplanes. These dis-
coveries, coupled with other information in the possession
of the Franco authorities, have aroused scepticism as to
Germany's intentions in French circles, where it is pointed out
that Germany has hitherto failed to take any steps to reduce
her army to 200,000 within the time limit, expiring in a fort-
night, while little has been done in fulfilment of the thirty-six
other clauses of the Treaty, the limit for which has already
expired. The French are of opinion that Germany's object
is to gain time, hoping eventually wholly or partially to evade
the obligations.

Berlin, March 23.
A semi-official message from Coburg on the 22nd inst.
states that all communication with Gotha is cut off. The
killed and 31 wounded, and the Revolutionary casualties were
Reichswehr losses in the recent fighting at Gotha were 10
over a thousand.

Paris, March 23.
A conference of Allied Ambassadors at Paris yesterday
afternoon under the presidency of M. Millerand considered
the report of military experts on the situation in Germany.—
Havas.

BOLSHEVİK CAPTURES.

Washington, March 23.
The State Department has instructed Mr. Davis, the
United States Ambassador to Britain, to inquire with regard
to two Americans, Doctors Stickney and H. Reynolds em-
ployed by a British concern who are reported captured by
Bolsheviks. American Agents in Siberia are asked to
investigate also.

MOTOR BOAT SPEED RECORD.

Paris, March 23.
The speed record was yesterday semi-officially beaten
by a motor boat of French make, fitted with a 450 h.p. motor.
Timed over a course of 500 yards on the Seine near Paris, the
speed attained was about 75 miles per hour.—Havas.

FRENCH DEPUTIES PAY.

Paris, March 23.
The French Chamber yesterday voted 374 against 130
on the Bill allocating deputies 1,000 francs a month additional
to Frances 15,000 per year indemnity.—Havas.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

NOTED FINANCIER IN CHINA.

Shanghai, March 30.
Reports from Peking indicate that Mr. Lamont has
obtained agreement to Japan's joining the new consortium,
agreeing to waive the demand for the exclusion of Manchuria
and Mongolia. It is indicated, however, that the Japanese
are leaving a loophole. The real test is whether the Japanese
influence with Peking Chinese can be used for or against the
consortium after Mr. Lamont arrives at Peking. If Japan is
the only obstacle the Three Power Group is likely to be
France, Britain and America. Mr. Lamont is non-committal.
He is staying at Shanghai for a week.

CUSTOMS TROUBLE.

Shanghai, March 30.
Mr. Wyatt is advising the Customs men not to strike.
The men are prepared to stand behind him to the limit. The
"China Press" editorially flays the Inspector-General. The
"North China Daily News", in an article this morning favors
the employees. A crisis is inevitable in the relations between
Sir Francis Aglen and the men.

DRS. SHELTON AND OSGOOD.

Shanghai, March 30.
Drs. Shelton and Asgood left Yunnanfu on the
24th inst. and are due at Hongkong on April 3.
Shanghai, March 30.
Frederick Smith, the Chicago Tribune man with the
Shelton Party is seriously ill here from the effects of the trip.

SIR CHARLES ELIOT.

Shanghai, March 30.
Sir Charles Eliot boarded the H.M.S. Hawkins, bound
for Yokohama.

M. POULET AT BATAVIA.

Singapore, March 30.
The aviators Poulet and Benoist arrived at Batavia
by the s.s. Rimpheus. They will stay a fortnight. They
intend to start from Singapore for Rangoon as soon as
motor supplies arrive.

LADY STUBBS.

Singapore, March 30.
Lady Stubbs and children are on board the s.s. Nore
which leaves Singapore to-morrow.

AUTOMOBILE ASSOCIATION.

THE ANNUAL MEETING.

The second annual meeting of the
Hongkong Automobile Association
was held yesterday at Messrs. Jar-
dine, Matheson, and Co., Ltd.,
when an attendance of about forty
members was presided over by
Commander Beckwith.

The Chairman said: Gentlemen,
with your permission I propose to
take the accounts as read. I do
not think there is anything in them
calling for comment except perhaps
the fact that we are in a sound
financial position, having a credit
balance of \$1,737.48. The member-
ship of the Association has during
the year increased by 81 and now
stands at 201. Considerable pro-
gress has been made in the matter
of roads, and during the last few
months the main road from Lai-
chi-kok to Castle Peak has been
opened to traffic as well as the road
from Repulse Bay to Shaukiwan.
The best thanks of motorists are
due to the Government for provid-
ing these roads. With regard to
the road round the island, I would
urge upon the Government to take
immediate steps to improve the
road from Shaukiwan to Causeway
Bay. This portion of the 24 mile
run is the weak link in the chain,
and is in parts a veritable death
trap, particularly at Tai-koo. I
understand that the Government's
programme of road work for the
present year is quite extensive.
The road from Morrison Hill Gap
Road to Bowen Road is now
practically completed, and the con-
tinuation of it to Wanchai Gap will
probably be completed by the end
of September. A new road is to be
made from Wanchai Gap to
Magazine Gap, the centre line of
which has already been laid out,
and the trace has been cut of a new
road from Bowen Road to Repulse
Bay Road. It is also proposed to
commence the construction of a
road from Tytan Gap to the Sheds
and D'Aguilar. In April last we
were called upon by the Director
of Public Works to express our
views on gradients, which we did
with much pleasure. It is par-
ticularly gratifying when we find
that Government Departments are
ready to seek the opinion of those
interested, and we trust that the
precedent thus formed will be fol-
lowed on many future occasions.
We are indebted to the Director of
Public Works for his courtesy in
supplying information asked for at
various times, and also appreciate
the attention given by him to com-
plaints which we have made. Your
Committee felt very strongly that
the wages at present being paid to
chauffeurs are much too high, and
have endeavoured, without success
up to the present, to get them re-
duced. The real trouble would
appear to be the shortage of chauff-
eurs, and this can only be overcome
by training additional men. A
school for motorists was considered
by the Y.M.C.A. but up to the pre-
sent nothing has been done, the
difficulty being the provision of
vehicles for demonstration purposes
and for driving. While on the sub-
ject of chauffeurs, I want to men-
tion a matter which was referred to
at the General Meeting, namely
Character Books. These are being
sadly neglected and unless em-
ployers will see to it that the
Character Books are retained in
their possession and proper entries
made therein the whole scheme is
useless. The instruction given to
chauffeurs by the Police is that the
Character Books are to be handed
to and kept by the employers, but
I understand that this is rarely
done, and that most of the books
are stowed away by the chauffeurs
in their motor cars. Another point
is with regard to Chauffeurs' Li-
cences, and I am informed, that
there are owners who employ
drivers without having seen that
they have a licence at all. If we
are to keep proper control of the
chauffeurs, owners must inspect the
man's licence before engaging him,
and should at the same time obtain
the Character Book from him. New
number plates will shortly be sup-
plied by the Police Authorities
for all motor cars and motor
cycles at a reasonable cost.
These plates will be embossed
and will be according to the
regulations laid down. Orders for
these can be sent to the Police
at once. The letter "A" as part
of the number is no longer of
value, and will not appear on the

(Continued on Page 5).

NOTICES.

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the leaders of fashion and society. For the
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— or for a small gift, six teaspoons.

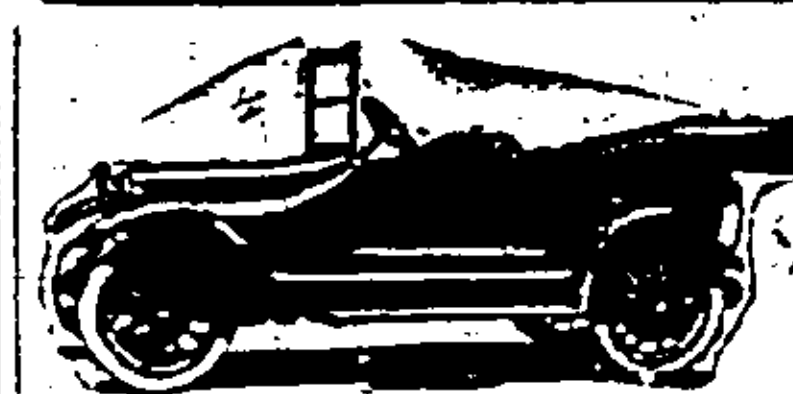
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CLOSER UNION OF THE COALITION.

MEETING OF LIBERAL MEMBERS.

The meeting of the Liberal Parliamentary party, held on February at the House of Commons, gave evidence of the greater confidence in the Coalition ranks which has been manifest since Mr. Lloyd George's two recent speeches.

There was a large attendance, including some of the Independent Liberals; and although the continuation from last Session of the discussion on Spence Valley and candidates echoed some disagreements, the proceedings undoubtedly showed a closer union and a friendly Coalition spirit.

The chief feature of the meeting was the invitation which it was finally decided to send to the Prime Minister to address the Parliamentary Liberal party. It is understood that Mr. Lloyd George welcomes this suggestion, and will embrace the opportunity as soon as the pressing negotiations with the Allied statesmen are over.

HISTORIC GATHERING.

There is a desire among all Liberal Coalitionists to meet their leader at the beginning of this critical Session, and as the invitation will be sent to all Liberals who receive the Whips, the meeting, when it takes place, will, of course, be attended by all the Liberal Ministers.

It will be an historic occasion, the Prime Minister, it is expected, will make a pronouncement of great political significance.

At the outset Mr. George Lambert was re-elected chairman, on the motion of Sir George Croydon Marks, seconded by Mr. J. Wallace. The joint secretaries, elected on the motion of Sir Albion Richardson are Mr. J. Leng Sturrock and Sir G. Croydon Marks.

A cordial vote of thanks was given to Sir Albion Richardson for his past services as secretary.

MR. LAMBERT'S ADDRESS.

Mr. Lambert, on re-election, said:— "Although you have been good enough to elect me as your chairman, I am in no sense a leader. The leader of the Coalition Liberals is Mr. Lloyd George. The leader of the Independent Liberals is Mr. Asquith. My function is to bring about a real co-operation of the Liberal forces, believing that Liberal ideals of sane, ordered progress will have the approval of a large mass of our countrymen and women."

"It is no disguising the fact that the displacement of the Asquith Government in 1916 and the coupon system at last General Election has caused intense personal bitterness. It is time personal animosity should cease. The Reform Act enfranchising eight million new voters has decisively changed the political situation. The Labour party has emerged, strong, aggressive, and does not hesitate to say to both parties, 'A plague on both your Houses.'"

STATE CONTROL. "The Labour party desires to nationalise all means of production and distribution. No more grave question can come up for decision of the electorate."

"Last week we had an illustration of the attitude of the Independent Liberals. The Labour party demanded State management of the coal industry. Mr. Asquith has decisively rejected that policy. In the division on the Address Sir Donald Maclean did not vote, but ten at least of his party voted for a motion which Mr. Asquith, their leader, unhesitatingly rejects. The Liberal party never can be restored to vigorous political health by thus paltering or playing with vital economic questions."

"We want clear thinking and a clear policy to meet the new situation. I suggest, therefore, that all Liberal members of Parliament, Coalition or non-Coalition, should invite the Prime Minister to tell them at an interview exactly how he stands with regard to Liberalism and the Liberty party."

"I hope that Mr. Asquith may be by that time a Liberal member of Parliament, and that he, too, would attend such a meeting, so

SUMMER TIME TO BE PERMANENT.

MEASURE THAT HAS JUSTIFIED ITSELF.

It is the intention of the Government to propose legislation for the purpose of making the Summer-time Act permanent. Mr. Shortt, Home Secretary, made the announcement in the House of Commons on February 18.

The Summer-time or "Daylight Saving" Act came into operation as a war measure at 2 o'clock on the morning of May 21, 1916. Under the new system 2 a.m. became 3 a.m., and the lost hour was restored on the night of September 30-October 1, when 3 a.m. became 2 a.m.

The object of the Act was explained in the motion which Sir Henry Norman moved in the House of Commons on May 9, 1916. It was in the following terms:— "That in view especially of the economy in fuel and its transport, by shortening the hours of labour, this House would welcome a measure for the advancement of clock time by one hour during the summer months of the year."

The Act was renewed each year as follows:— 1917.....April 8 to Sept. 17 1918.....March 24 to Sept. 29 1919.....March 30 to Sept. 28 In the House of Commons the other day it was stated that the date for this year had not been fixed. Now the Act is to be made permanent.

The late Mr. Joseph Willeit, the Chelsea builder, was the pioneer of the Daylight Saving movement in England.

that we lesser Liberal lights may know where we stand, and where our leaders stand, and to enable us to give counsel and guidance to perplexed Liberals in the country."

The report of the Committee appointed to suggest amendments to the Exports and Imports Bill, which had been presented to the Prime Minister, was read, and it was agreed that it should not be circulated until Mr. Lloyd George had considered it.

THE QUESTION OF CANDIDATES. Mr. Gerald France opened a discussion on the position of Liberal candidates who have been adopted by Liberal associations, with special reference to the Spence Valley by-election. He moved no resolution, but suggested that in a matter of such importance to Liberalism as this there might be a deputation to the Prime Minister for a friendly discussion.

The chairman suggested that the Prime Minister should be asked to address the Parliamentary Liberal party on the present outlook. This suggestion was taken up, and supported by Sir Ryland Adkins, Sir Henry Daniell, Sir R. Winfrey, Mr. A. Shaw, and Mr. Kiley.

Major Guest emphasised the importance of the nationalisation issue as a factor in the future of the party.

Mr. Bryant, for the Independent Liberals present, said nothing could be done to secure unity between the two branches of the Liberal party until it was clear that Liberal candidates adopted by the associations were not to be opposed by the Coalition.

Sir Ryland Adkins then moved, and Colonel Greig, seconded, a motion to invite the Prime Minister to address the party. This was carried unanimously.

Sir Ryland Adkins also moved a resolution, which he had redrafted:— "That this meeting pledges itself to support the Prime Minister and the Government in all steps they may take, in conjunction with their Allies in securing the complete removal of the Turkish Government from Europe, or its restriction within the narrowest limits, especially such as would involve the abandonments of Turkish control of the Bosphorus and Dardanelles, in the interests of good government, of international amity, and of the economic development of Constantinople."

There was some discussion, and differences of opinion were expressed as to the first part of the resolution. Owing to the lateness of the hour, a motion for adjournment was agreed to.

ANGLO-SAXON UNITY INEVITABLE.

IRISH SETTLEMENT URGENT.

Dr. H. D. Hazeltine, a graduate of Harvard, and Downing Professor of the Laws of England in Cambridge University, speaking at the Cuddihall, Cambridge, in connection with the Tercentenary celebration of the sailing of the Mayflower, dealt with the question of Anglo-American relations. The Vice-Chancellor of the University presided.

The United States of America and the Latin Republics, Dr. Hazeltine said, though they had long since ceased to be politically dependent upon Europe, still retained even to-day the fundamental Anglo-Saxon or Latin characteristics which they received from the mother countries in the days before their political independence. The speaker proceeded to consider certain special aspects of Anglo-American relationship during more than a century of unbroken peace and friendship, and remarked that diplomacy and arbitration had settled all the long standing disputes which had made for tension in the past, and they had become firmly established as the Anglo-American methods of adjusting differences. Although the immediate after-war events were causing embarrassment and difficulty, this was after all but a passing phase, and it would soon give place to the harmonious and fruitful co-operation of both countries, in the furtherance of their common destiny as guardians of Anglo-Saxon liberties and of the sacred principles of peace and human progress.

Mr. Page, the late American Ambassador, told him on many occasions what affection and esteem he had for the great British statesmen who were concerned with foreign politics. The other side of this friendship was impressed upon him very unexpectedly on a recent occasion. In conversation with one of England's former Foreign Ministers, he mentioned Mr. Page's name.

"Mr. Page!" exclaimed this distinguished British statesman. "I loved that man; I nearly wept when he left England." He mentioned his knowledge of this close friendship between two of the greatest American and British diplomatists in order to prove to them that such friendships were one of the principal bases of international understanding and adjustment.

A new stage in the history of Anglo-American relations had been reached—the "after-war" stage of world reconstruction. The relations of the two countries were beset with certain difficulties at the present time; but no man in his senses doubted for one moment that all causes of possible misunderstanding would be removed once the national forces that made for understanding were fully set in motion and were not checked by artificial stumbling-blocks occasioned by certain factions and sections of the public in both countries.

Dealing with the present causes of possible misunderstandings and the means of removing them, he said the failure of the Senate to ratify the Treaty at once was partly caused by the active propaganda of certain sections of the American people—more especially the Celtic and Germanic elements—who were by origin, race, and inclination anti-British. Here, again, we must await the overcoming of ideas which ran counter to the traditional temper and the earnest desires of the overwhelming body of Americans, who wished and intended only friendship and cooperation with England. He expressed the opinion that while the British Dominions ought not to be deprived of their votes in the Assembly of the League of Nations it was equally clear that the increase of America's voting strength, as suggested by Lord Grey in his recent memorable letter on Anglo-American relations, would go far towards removing the fear of the Senate that the British Empire was gaining at the expense of America. He also expressed the

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship "DACRE CASTLE" From NEW YORK

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 16th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox. at 10 a.m. by Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO., LTD., Agents, Hongkong, 31st March, 1920.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A New Class for "BEGINNERS" will commence on MONDAY, 5th April, 1920, if sufficient support be forthcoming.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
E. A. M. WILLIAMS, Secretary, Hongkong, 15th March, 1920.

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Canework, from Kuala Lumpur.

Capt. Mac Innes, c/o Lapicque, from Marseilles.

Frank Hill, c/o Sailor's Home, from Cardiff.

Levesons, from Melbourne.

Lipson, from Shanghai.

Morley, 18 Nathan Road Kowloon, from London.

Olchiross, from Manchester.

Ricechaff, from San Francisco.

Rusut, from Singapore.

D. de H. FARRANT, Superintendent, Hongkong, Mar. 25, 1920.

opinion that a speedy and satisfactory settlement of the Irish question would do a great deal towards turning the full tide of American opinion strongly in favour of Britain.

In the marked tendency both of the British Empire and of the American Commonwealth to become themselves leagues of self-governing communities we might see a strong basis for friendship and common activity. As a part of this vast movement the British Empire and the American Republic were alike engaged in bringing civilization and uplift to backward peoples; and in the future they would both be engaged in this work within the wider field of the League of Nations.

NEW ADVERTISEMENTS.

NOTICE.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK HONGKONG STATION

I have to-day handed over charge of this Station to Mr. N. Lund.

T. KRING, Superintendent, Hongkong, 31st March, 1920.

NOTICE.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK HONGKONG STATION

I have to-day taken over charge of this Station.

N. LUND, Acting Superintendent, Hongkong, 31st March, 1920.

NOTICE.

DOUGLAS STEAMSHIP CO., LIMITED.

An Interim Dividend of 8s. (\$4.00) per share has been declared and will be payable on the 15th of April 1920.

The Transfer Books of the Company will be closed from the 7th of April to the 14th of April, both days inclusive, during which time no Transfer of shares can be registered.

DOUGLAS LAPRAIK & CO. General Managers, Douglas Steamship Co., Ltd. Hongkong, 30th March, 1920.

NOTICE.

LUSITANO RECREATION CLUB

Thirteenth Athletic Meeting

PATRONS.—H. E. Sir Reginald Edward Stubbs, K.C.M.G., H. E. Major-General Ventris, Rear-Admiral G. H. Borrett, C.B., His Lordship Bishop Pozzori, Commodore Gurner, R.N., Hon. Mr. Wm. Chatham, C.M.G.

The Committee has much pleasure in inviting the Ladies and Gentlemen of the Colony to their Sports at the Race Course (by kind permission of the Hongkong Jockey Club), on Easter Monday, 5th April, commencing at 1.30 p.m.

There will be the following open events:— 220 Yards Championship open to all Bona Fide Amateurs in the Colony under the Rules of A.A.A. (1.00 Post Entries).

Half-Mile Open to European Soldiers, Sailors and Police (Post Entries, Free).

One Mile Relay Race. In teams of 4. Open to the Colony. (Post Entries \$2.00 each team).

By kind permission of the officers, the Band of the 2nd Wiltshire Regiment will play during the afternoon.

By courtesy of the Management there will be special tram cars.

M. F. BAPTISTA, Hon. Secretary, Hongkong, 31st March, 1920.

NOTICE.

We beg to notify Kowloon Residents and our Customers that we have appointed On Lee Com-pradore, 26 Nathan Road, as our distributing Agent at Kowloon.

WISEMAN LTD. Hongkong, 29th March, 1920.

NOTICE.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on Friday, Saturday and Monday, the 2nd, 3rd and 5th April, 1920.

Hongkong, 29th March, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.:

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that Certificate for 4 Shares Numbers 20985/20988 issued on 11th March 1889 in the name of Ip Ping Kwan, has been declared lost, and should the same not be produced before the 31st inst, the same shall be deemed cancelled and of no effect.

GIBB, LIVINGSTON & CO. Agents, Hongkong, 13th March, 1920.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY

to sold in one lot by Public Auction on TUESDAY

the 6th day of April 1920 at 3 o'clock p.m. at his Sales Rooms at No. 6 Duddell Street, Victoria Hongkong,

by Mr. Geo. P. Lammert, Auctioneer.

The property consists of: All that piece or parcel of ground situate at Victoria Hongkong registered in the Land Office as Section D. of Inland Lot No. 958 together with all the messuage and premises thereon known as No. 65 Wyndham Street.

For further particulars and conditions of Sale Apply to Messrs. Wilkinson & Grist, Vendor's Solicitors, No. 9 Queen's Road Central, Hongkong or Mr. George P. Lammert, Auctioneer, No. 6 Duddell Street, Hongkong.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920.

commencing at 3 p.m. at his Sale Rooms, Duddell Street The Steamer "DAGMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg. 921 tons net Reg. 1800 tons deadweight capacity on 17 feet mean draft Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be purchasers risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to Geo. P. LAMMERT, Auctioneer, or Messrs. THORESEN & CO. Hongkong

NOTICE.

EASTER HOLIDAYS.

This Office will be entirely closed on Good Friday, the 2nd April. It will be opened for all purposes till noon on Saturday the 3rd, & Monday, the 5th April, 1920. Licensed Warehouses will be entirely closed on those dates.

C. W. BECKWITH, Superintendent

Imports and Exports, Imports and Exports Office, Hongkong, 29th March, 1920.

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the Shareholders will be held at the Company's Hotel, Hongkong, on WEDNESDAY, 7th April, 1920, at noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the Year ending 31st December, 1919.

The REGISTER of Shares of the Company will be closed from THURSDAY, 1st April to WEDNESDAY, 7th April, 1920 (Both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

J. H. TAGGART, Manager and Secretary.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, March 31st.—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

FRIDAY, April 2nd (Good Friday)—ORCHESTRAL CONCERTS DURING AFTERNOON AND AT DINNER (Semi-Sacred Music).

SATURDAY, April 3rd.—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

SUNDAY, April 4th.—ORCHESTRAL CONCERTS DURING Tiffin and AFTER-NOON TEA.

MONDAY, April 5th (Bank Holiday).—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

ST. JOHN'S CATHEDRAL

Good Friday

ORATORIO SELECTIONS

at 9.15 p.m.

MUSTARD & CO.

MAGNETIC

STOVES, RANGES and HEATERS.

TEL. NO. 1186.



AIR-FLOAT

TALCUM POWDER.

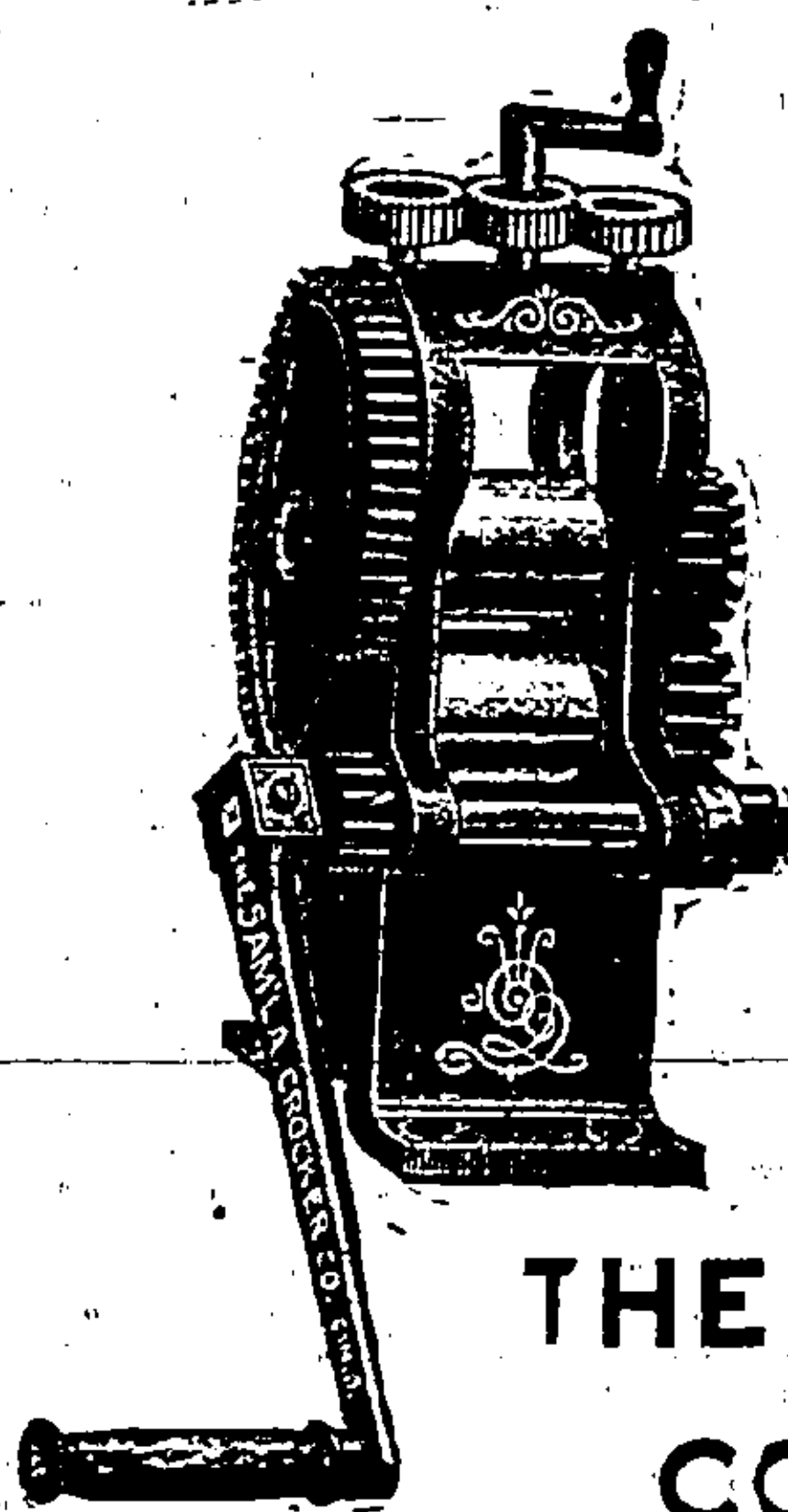
THE TOILET ARISTOCRAT.

If your dealer cannot supply you with "AIR-FLOAT" send us his name and we will see your wants are immediately filled.

CONNELL BROS. CO.

SHANGHAI — HONGKONG

SOLE AGENTS FOR CHINA.



DENTAL

Instruments

and

Supplies

Complete Line

on Show at

THE SINCERE

CO., LTD.

SHIPPING.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 6 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 2 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

To Macao—Daily at 9 a.m. (Saturday at 2 p.m.)

From Macao—Daily at 2 p.m. (Sundays at 4 p.m.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

CONSIGNEES.

NOTICE TO CONSIGNEES

THE STEAMSHIP

"INNSBRUCK"

From VENICE, PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 15th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.

Agents,

Hongkong, 26th March, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

THE Steamship

"HAROLD DOLLAR"

having arrived from Vancouver, B.C. and ports, on March 26th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns, until Monday March 29th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Monday, March 29th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after April 2nd, 1920 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 26th March, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer

"KEEMUN"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 25th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd April will be subject to rent.

All Claims against the Steamer must be presented to the under-Signed on or before the 17th April or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th March, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

THE U. S. S. B.

S. S. "WEST IRA"

having arrived from San Francisco and ports on March 28th, 1920, consignees are hereby notified that cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday April 1st, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Thursday April, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after April 5th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 29th March, 1920.

AUTOMOBILE ASSOCIATION.

(Continued from Page 3.)

new plates. As you will remember, this letter was to be taken by the Police as an intimation that the owner wished an occasional report to be made to him of the car being on the road, and this it was thought would stop chauffeurs using their employers' cars without authority. Numerous cases of this offence were found by the Police, but little or no action was taken by the employer on the report being received, and it has therefore been decided to discontinue the check. During the year the price of "Shell" motor spirit has been reduced by 80 cents per 8 gallon drum, and it is hoped that a further reduction will be made in the near future. Arrangements have been made for Kowloon members to obtain the motor spirit, at the special price applicable to members, from the Tai-kok-tsu installation of the Asiatic Petroleum Co. Ltd. At the last General Meeting, a member raised the question of a rest or club house at Castle Peak, and this matter received the earnest consideration of your Committee. The Hon. Mr. P. H. Holyoak very generously offered to present to the Association a site which was selected, but difficulties arose owing to the Government having made other arrangements with regard to that particular piece of land. I do not think that the provision of such a Club House is an urgent matter, and it will probably be better, in my opinion, to leave it until the Club has more funds. The cost of building and the upkeep would be very high, and I hardly think the use which would be made of it would warrant the expenditure at present. You all received, in October last, a circular explaining the benefit of our affiliation to the Royal Automobile Club. Any member of this Association who is returning to England can, on presenting a card of introduction, obtain without charge the advantages of Honorary Association of the R. A. C. for a period of 3 months, which can be extended to the end of the year then current on payment of a fee of 10/6. Honorary Association carries with it the use of special quarters in the R. A. C. Club House in Pall Mall, the full facilities of the Touring Bureau, Free Legal Defence and other benefits. I wish again to record our thanks to Mr. E. A. M. Williams for kindly auditing the accounts without fee. I now propose that "The Report of the Committee and Statement of Accounts for the year ended 31st December 1919, be and are hereby adopted."

The Hon. Mr. Holyoak, in seconding the adoption of the report and accounts, said he had only returned to the Colony two or three days ago but it was possible that the man who had been away several months was more in a position to judge and possibly criticise what had taken place than the man who had been here all the time. He had been over the new roads and he confessed he was astonished at the progress which had been made not only in road construction but in the number of cars. The wisdom of forming the Association had been abundantly proved and its benefits had now been proved. He thought the P. W. D. deserved their best thanks and highest congratulations for the work which had been done this past year. He wished to endorse the chairman's remarks regarding the dangerous part of the road between Shaikwan and Causeway Bay. In the old days with very few cars it was a dangerous spot: to-day in any civilized

VICTORIA THEATRE.

TO-NIGHT

FOR ONE NIGHT ONLY.

CHARLIE CHAPLIN

IN

"SHOULDER ARMS"

ALSO

HAROLD LLOYD

IN

"LUKE LOSES PATIENTS."

PRICES AS USUAL.

EARLIER TELEGRAMS.

THE MINERS' DEMANDS.

London, March 25.—It transpired to-day that the Premier's letter to the miners, cabled last evening contained an omitted section stating that the Premier was ready to receive the executive of the Federation. Consequently the leaders are conferring with the Government. Negotiations are proceeding. At to-day's meeting with the miners Mr. Lloyd George made a slightly modified offer, based on the percentage principle and guaranteeing a minimum increase of 1/8d. daily instead of a flat rate principle. Subsequently the Miners Conference discussed the offer, and adjourned.

THE TURK AT CONSTANTINOPLE.

London, March 25.—From a telegram from Washington it is understood that while Pres. Wilson's note in reference to Turkey, which will be despatched shortly, favours expulsion of the Turks from Constantinople it should be left open until Russia is able to participate in the discussions. Armenia should be given all possible territory with an outlet to the sea. The Note opposes the possession by any Government of paramount interest in the development of any part of the Turkish territory. It is believed this refers to Italian occupation of Adalia. Furthermore the note does not support the British occupation. The Mohammedan world would resent the expulsion of the Turks from Constantinople.

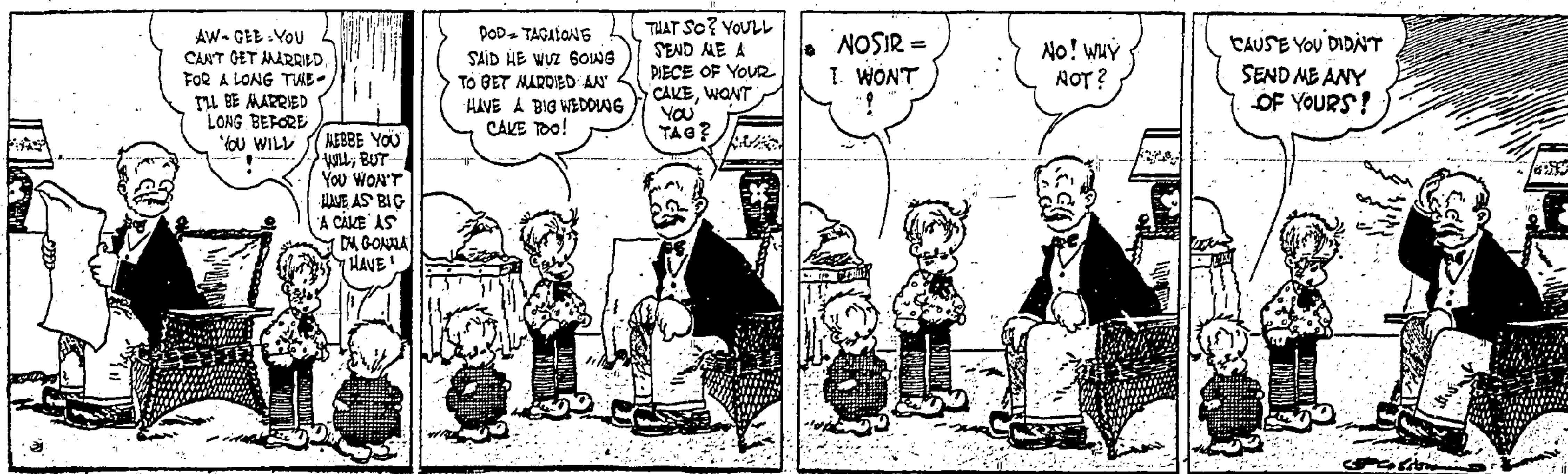
town it would be called a death trap. They could not too strongly urge on the Government the importance of this section and its improvement immediately. He also urged the Government while it was engaged on the Wanchai Gap Road extensions to consider a further extension to Repulse Bay. It would not involve very much work. Road extension he considered a sound investment of public money. He had recently been hearing the impressions which tourists secured of the Colony and the general opinion was that with scenery and roads like ours the traffic should be double what it was. Under the existing conditions of hotel accommodation, however, he was not enthusiastic about their advice to advertise. He was also strongly in favour of a Y. M. C. A. training school for chauffeurs, not only for driving but for a better understanding of mechanics. If necessary the Association should help it along with a grant. As to the Castle Peak rest house he hoped in the not very distant future it would be possible to obtain a site. His offer remained open (Applause). The Association had already justified its existence and he believed had a very great future before it. He suggested affiliation with the A. A. as well as R.A.C. Motoring should be regarded not as the rich man's privilege but as a commercial asset. In a hundred ways it brought commerce to the Colony.

There was a short discussion and the report and accounts were adopted unanimously. Hon. Mr. Holyoak was elected President. Dr. G. M. Harston Vice-President and Mr. G. Miskin Hon. Sec.

FRECKLES AND HIS FRIENDS

He's Going To Get Even With Father!

BY BLOSSER



WATSON'S

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WHISKY

maintains the same HIGH
quality TO-DAY as BEFORE
and during the War.

Per Case including duty.

\$29.00.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 31, 1920.

NOT UNQUALIFIED PRAISE.

There can be very little doubt that the Hongkong General Chamber of Commerce is doing a great amount of useful work for the benefit of the Colony's trade, but we are not going to let that praise go unqualified. At the annual general meeting held on Monday evening, the Chairman, the Hon. Mr. E. V. D. Parr, certainly made a most interesting speech, reviewing a good many important subjects that have been publicly discussed since the Chamber met last year, and in addition to that there was presented the usual voluminous report, full of correspondence that has passed. It all reflects a great deal of work and it also reveals that the Chamber is fully alive to the needs of the day and has made strenuous efforts to get things more in line with ideal trading conditions, but we think it will be acknowledged by all who are candid enough that a good deal more in the way of booming trade could be done.

Looking at the subjects dealt with by the Chairman, we find that they certainly are important. The cable delays have been responsible not only for a good deal of inconvenience but also for a great deal of difficulty on the part of importers and exporters, and what Mr. Parr has said about the local delay in delivery will find a hearty sympathy on the part of all. Why it should take over one hour for a cable to be delivered after it has been received here is inexplicable. The other day we had a cable timed at 12.40 p.m. that was not delivered until well after "two o'clock," but there should something better now that such public attention has been called to the matter. Mail delays too, which the Chairman touched on, are important, and we also know that such subjects as the school for the study of Chinese, the proposed Shanghai Mint, storm signals and the time ball, our economic resources and Imperial Preference, and all those other matters referred to are legitimately within the scope of the Chamber to deal with and are also of importance. With what has been done no-one can grumble; one can only point out that in a very important particular the Chamber might do more. It is in connection with the Chamber's publications. The *Daily Bulletin* is doubtless of some value to its subscribers and it may also provide for the vernacular press what the Chairman described as a service of news which it was hoped in time would be considerably extended. But one is entitled to ask what is the Chamber doing to help boost trade, apart from trying to perfect the appurtenances of trading? In asking that we have in mind the publicity activities of other Chambers, particularly those across the Pacific, such as San Francisco, Seattle and Los Angeles. The ordinary man in the street hears hardly anything at all from, or of, the Chamber from one year's end to another, and there is then presented to him a report of such bulky dimensions as to pall and a speech that speaks mainly of past things instead of dealing more especially with what lies ahead. The Chamber works hard enough, but it seems to concentrate in a mistaken direction. Instead of such close attention to detail it might, with very considerable benefit to trade, launch out on the publicity side and do a little of the "boosting" that has been of so much help to those others who have gone in for it. The *Bulletin* is of value, but how much more so would be a weekly or periodical statement issued to all the local Press, foreign and vernacular, giving details of what is being done to make Hongkong the most attractive Port for South China for all time? And let such a report be freely circulated across the water to the newspaper press of Western America and to all other places that are likely to have trade dealings with Chinese through our own Port. We not only want propaganda among the natives of the hinterland, but we need an active propaganda to our main importing countries.

In offering this little criticism or suggestion we are not unimpressed that a great amount of good work is being done and if there was an inference that we had nothing but fault to find, that inference would be false. It seems to be a case of a little broader outlook and the incorporating of new ideas. We look around to-day and find that every port is booming itself and that most Chambers of Commerce are out to encourage by means of publicity the development of their members' trade. If the Hongkong Chamber is doing anything in that line, it certainly keeps it very secret, but the just conclusion that one can come to from the evidence is that it is not. Will the Committee consider it?

NOTES & COMMENTS.

PRESS CONFERENCES.

We learn that there is shortly to be held in Canton a Chinese Newspaper Press Conference, which is to discuss various matters of interest and importance to journalistic enterprise in this part of the East. A desire has been expressed that British newspapermen should also attend this Conference, and if there is any probability of joint consideration of questions affecting both the Chinese and European Press, no doubt the idea will be acted upon. Here in the South there is too little co-operation between the two sections of the Press, the vernacular and the European. In Peking, there is, we believe, in existence a society whose members are Chinese and foreign journalists which has been able to do much useful work on behalf of newspapers generally, as well as to cultivate closer relationship between those whose work it is to supply the public with news and comment on current developments. The advantages of bringing about co-operation of this sort are many, and we look to the time when Hongkong and Canton will come into line with the movement so successfully inaugurated in the North. But perhaps of even more importance than this is the creation of some organisation representative of British newspapers in the East. Questions are constantly arising which affect these enterprises in common, and we feel sure that if periodical conferences could be held, the results would be mutually beneficial. Hongkong, as a British Colony, should lead the way, and we should "mitch" like to see an inaugural conference held here. NOT APPRECIATED.

British newspapers in the East do not want to be made a fuss of, but we have no doubt in our own minds that the services they perform are very grudgingly acknowledged. Public organisations, official bodies, and individuals too, often look upon a newspaper as a medium to be used for their own convenience; some of them even think they have a right to the free use of its columns. All is well so long as their wishes are respected, but let a mistake creep in, or an expression of opinion be voiced which does not coincide with theirs—then the fat is in the fire. During the war, the British newspapers of this Colony gave columns and columns of their space to appeals for war purposes, did no end of propaganda work on behalf of British and Allied interests, and were always ready to further any cause benefiting the Empire. But expressions of thanks were tardy, even when they were forthcoming. Yet the veriest technical infringement of "Dora's" regulations, which could lead to no possible harm, meant the instant threat, often carried into effect, of a prosecution. And now that the war is over, other mediums than the British Press can be used for propaganda purposes, with privileges given which are denied those journals which often voluntarily did the work in darker days. We could say much about some of the foolish propaganda schemes now being directed from this Colony. But what's the use?

LABOUR UNREST.

It almost looks as though there is going to be further Labour trouble at Home, for the miners are talking of another general strike. We wonder when things will really settle down? We have faith in the commonsense of the average British workman, but the trouble is that paid agitators will not leave him alone. The other day there was a movement on foot for obtaining Labour unity of command by means of a general staff to direct the activities of the whole movement. This project, apparently, has come to nothing, and it is said that those responsible for framing a scheme were of opinion that it was not possible to put before the delegates at the special Trade Union Congress a working plan. Jealousy among the different sections is the reason for the failure. By the miners and the railwaymen the scheme was feared lest it should result in setting up a body able to veto strikes by these powerful bodies on the plea that they were not in the interests of groups of workers likely to be thrown out of work, and by the latter groups the scheme was criticised because they feared it would place the Triple Labour Alliance in the position of being able to force national strikes without regard to the interests of the rest of the movement. All of which is intensely interesting. Maybe this very jealousy is good for the nation.

DAY BY DAY.

LEARN TO BELIEVE THAT AN OPINION IS NOT NECESSARILY OF SPECIAL VALUE BECAUSE YOU HAPPEN TO HOLD IT.

Yesterday's health return shows one fatal case of small-pox (a Chinese) and one one-fatal occurrence of diphtheria (a Portuguese).

According to instructions from the Foreign Affairs at Copenhagen, Mr. Karsten Larsen has been appointed Acting Consul for Denmark at Hongkong.

"Jogo Gutz."—Your letter, dealing as it does with business affairs of your own, is not considered of sufficient general interest to warrant publication. It is purely a personal matter between yourself and the Bank concerned.

After the annual meeting of the Hongkong General Chamber of Commerce on Monday, a meeting of the Committee was held at which the Hon. Mr. P. H. Holyoak was appointed Chairman for the ensuing year, and the Hon. Mr. E. V. D. Parr Vice-Chairman.

We are informed that Dr. Wu Ting-fang, one of the Administrative Councillors of the Canton Military Government, has arrived in Hongkong with his son. There appears to be a political crisis in Canton, and several of the leaders have already left.

Although the Macao Government a few months ago granted a reduction of eight lakhs of dollars on the annual return of 6½ million dollars, the Opium Farmer is still suffering heavy losses, and a couple of days ago tendered a petition requesting permission to give up the monopoly. It is believed that this will be granted, provided the pledge money, one-third of 6½ millions, is forfeited according to agreement.

The following visitors arrived in Canton yesterday by the s.s. Heungshan, and returned to Hongkong the same evening.—Sir Arthur Churchman, Bart., vice-chairman of the British-American Tobacco Co. Ltd.; Viscount Acheson, Director of the British-American Tobacco Co. (China) Ltd.; Mr. Thos. F. Bobbs, and Mr. Wm. Morris also Director, Mr. R. C. Harrison, of the Export Leaf Tobacco Co., New York; Mr. R. D. Harvey, and Mr. F. A. Perry, manager of the British-American Tobacco Co. (China) Ltd. for South China.

Mrs. Harry Woods and the Misses Woods are to return to Hongkong on April 7th. Their visit to Swatow is being prolonged another week owing to the large number of pupils and also the generally-expressed wish that they should be present at the forthcoming Masonic Ball on Saturday next. It is expected that this will be one of the most important social events yet held in the port, and several visitors will be present from Hongkong. Mrs. Harry Woods will be the pianist for that occasion. Her ability to play American dance music is well-known; in Japan it earned for her the name of "The One-Man Band!"

THE LUSITANIA DISASTER.

UNSUCCESSFUL PLEA OF NEGLIGENCE.

Judgment was given at Liverpool recently in the action for damages brought by Mrs. Coughlin, widow of an Irish farmer, who went down with the Lusitania, against the Cunard Company on the ground of negligence.

Mr. Justice Bray submitted the following questions to the special jury:—

"Did the deceased know that the printing on the ticket contained conditions relating to the terms of contract to carry him?—Yes.

Did the defendants do what was reasonably sufficient to give the deceased notice of the conditions?—Yes.

Was Captain Turner guilty of negligence?—No.

Was such negligence the cause of the loss of the Lusitania?—No.

Was such negligence the cause of the death of the deceased?—No.

His Lordship entered judgment for the Cunard Company.

AVIATION NOTES.

[BY "METEORITE".]

The week under review has been marked by the interesting news that the Handley Page Company, which has under its consideration the question of an aerial service between Hongkong and Shanghai, has acquired a controlling interest in the British Government surplus of aircraft. Colonel Smallwood, the Company's technical representative in China, who is in Peking engaged in connection with various schemes of the Ministry of Communications, has received a telegram from England, informing him that the concern is operating with a powerful financial group, and with this combined purchase of this stock of aircraft, is in a position to sell every type of aeroplane, from the largest four and twin-engined Handley Page machine and Vickers Vimy, to the smallest flying scout, as well as every type of seaplane and flying boat.

The disposal of this business which means the purchase of the entire stock, including aircraft material and accessories, at an enormous price of £100,000,000, constitutes a deal which is unique in British finance. Only the realisation that the future holds many commercial possibilities for the plane could have induced the outlay of such an enormous sum. When the plane has secured a firm hold in the public fancy in this part of the world, doubtless the Handley Page, through its agents, the Peking Syndicate, will be able to transact a large business here.

"The people of Peking have for some time past been treated to a series of aerial 'stunts' performed with Avro machines purchased by the Ministry of Communications from Messrs. Handley Page. In one of these exhibitions, Mr. Coath provided a sensation for the spectators by the seeming ease with which he went through such hair-raising stunts as looping the loop, side-slipping, cross-diving, spiralling, etc. The Chinese aviators whose highest hopes have hitherto been to make a flight of a decent distance without mishap must have drawn a sigh of envy as they watched Mr. Coath's performances."

"Persons in a position to speak on the subject have drawn attention to the possibilities which a country of plains and possessing few facilities for rapid communication, such as China, offer to the aeroplane. Speaking on this subject, Colonel Smallwood informed me that a country of the nature and dimensions of China should necessarily own an efficient fleet of aircraft which would serve to act as a link connecting the more remote parts of China with the busy centres of the seaports and Capital. Where hitherto attempts to establish good communications have failed the aeroplane triumphs, and a better instance could not be given than by the flight over the Gobi Desert by a Government aeroplane. Under the guidance of Colonel Smallwood, surveys for the establishment of a chain of posts for this route have been undertaken and to all appearances regular communication over the desert by this method is a foregone conclusion."

What are the qualifications of an aviator? I put this query to Mr. N. W. Mallory, one of the airmen of the Far East Aerial Transport Company, and was answered thus: "To be a good aviator, it is essential that one possesses a mind that is able to keep on thinking under all circumstances. It may be that you become a little frightened in the event of a threatened mishap but so long as your mind retains its power for thinking, you are, comparatively speaking, safe." To this I may add that a nerve which is able to stand even the shock of a sudden fall goes a long way towards making the good aviator.

This discussion is interesting to any of my readers who has the intention of availing himself of the facilities in travel to be offered by the Far East Aerial Transport Company.

As to the possibility of his experiencing air-sickness, I can offer no other advice than, "to wait, see, and act accordingly."

Since giving the description of the "Whippet" in my notes of a

QUARREL ON A SHIP.

SECOND ENGINEER IN TROUBLE.

Mr. Kirkpatrick, Second Engineer of the Indo-China Navigation Company's vessel *Fausang*, was charged this morning before a Marine Court of Enquiry for being absent without leave from his ship within 24 hours of the vessel sailing, on the 12th instant.

The Court was presided over by Captain Basil Tylour, R.N., and he was assisted by Captain W. J. Barkus, of the *Sinkiang*; Captain A. Munro, of the s.s. *Japan*; Lt. Commander G.C.C. Crookshank, R.N., of H.M.S. *Cairo*; and Captain A.J. Hailey, of the *Empress of Asia*.

Captain F. J. Gill, of the *Fausang*, said:—"On the 12th of March at 7.30 a.m. I arrived on board, the ship lying off West Point. The Chief Engineer reported to me that he had had trouble with the Second Engineer, who refused to sail in the ship. I sent for the Second Engineer, the defendant, and asked why he refused to sail in the ship. He said the Chief Engineer had insulted him and he told me he would not sail in the ship. The ship was to sail at 8 a.m. and I tried to persuade him to sail in the ship and he said he would not. I said the matter could be settled by the Consul at Saigon if he was not satisfied. He repeated that he would not sail in the ship. I then gave him strict orders that he was not to leave the ship. He then left my cabin, declaring that he persisted in leaving her. I then went on the bridge and rung 'stand by' and sent for the Second Officer and told him to have the gangway hauled up and all sam-pans sent away in case the Second Engineer would go ashore. The Second Officer then came up and reported that he had gone, whereupon I rang 'Engines off' and went ashore to report to the Marine Superintendent."

Questioned by the Court, complainant stated that so far as he knew the Second Engineer took none of his things with him. He was fully dressed to go ashore when he came into his cabin. As complainant had to get another Second Engineer before he could sail, the ship was delayed for 4½ hours. The ship did not sail till 12.30. Complainant lodged the defendant as a deserter.

In reply to Mr. E. Davidson, who appeared for the prosecution, the Captain stated the Second Engineer said that he would not stay on any account.

In reply to a question put by Lt. Commander Crookshank, the complainant said the defendant was not under the influence of drink.

Cross-examined by Mr. F. C. Jenkin, who appeared for the defendant, the witness said that the defendant stated he would not sail in the ship but wanted to see the Superintendent. Witness suggested that the ship was detained for 4½ hours by reason of the defendant refusing duty. Witness also had to get a new mate, who came at 10.15. The new Second Engineer was not got till about 12.15. He did not know, when he went to Jardine's office, whether the defendant had been there or not.

Mr. S. M. Thomsen, the Chief Engineer of the *Fausang*, said that at about 11.30 p.m. on the 11th instant, on going on board, he saw a light in the mate's cabin and went in. Inside he

found the mate, Mr. Kirkpatrick and a lady friend of his, believed, the mate. They had a friendly conversation on the subject of fan-tan. They then got to sketching on the deck, diagrams of Saigon and of the Diesel engines. Over these last the Second Engineer and he had a mutual argument. The Second Engineer told witness that he was a fool, whereupon witness returned the compliment. In the end the Second Engineer challenged witness to a fight on that. "All right," said witness. "I will get two clusters up," at which remark the engineer calmed down. The argument, however, continued, in which epithets were mutually passed. Witness left the cabin at about 1.30. Witness did not take any drinks at the time, but the mate and the Second Engineer had about four drinks. On the following morning witness received a chit from the defendant saying that he was going ashore to report at the office. Witness, when he went down below to see that the engines were all right, found that the bottom of the l.p. was cold. The defendant then came on deck and told the master that under no consideration would he sail in the ship. He was told that the matter would be arranged at Saigon. The Second Engineer replied that he was going ashore in spite of the warning given by the master.

Cross-examined by Mr. Jenkin, witness said that he was easy to work with. He did not insult the lady, who was in the mate's cabin. Witness did not agree that the Second Engineer was justified in refusing to remain in the ship by reason of his conduct. In further cross-examination, witness said that the Second Engineer did not tell him what he was going to report.

In reply to Mr. Davidson, witness stated that he was a total abstainer.

Mr. J.A. Lindsay, Second Mate on the *Fausang*, said that he persuaded the Second Engineer not to be so silly as to leave the ship, but without success. The Second Engineer mentioned to him that he left the ship because of a quarrel with the Chief Engineer.

The defendant said he had been two-and-a-half years in the Mercantile marine. Before that, he had been a Chief Engineer in the Royal Navy. During the war he had an engineer's commission in the Royal Australian Navy. On the night of the 11th instant, he was in the mate's cabin with the mate and a girl. The Chief Engineer behaved in an unbecoming manner to the girl and regarded everybody else as a fool but himself. There was an argument and the Chief engineer called him a nasty name. He did not object forcibly to his conduct to the girl, but defendant protested. He made up his mind to report the matter to the Marine Superintendent. He admitted that he went ashore contrary to the master's orders.

The finding of the Court stated that Mr. Kirkpatrick did absent himself from his ship at the moment of sailing in defiance of direct orders from the master of the ship. Taking into consideration the testimonials produced and the fact that no official certificates of conduct and ability from the Royal Navy, in which he served for 18 years, were produced, the Court adjudged that his certificate of competency as Second Engineer be suspended for two calendar months.

fortnight back, I have forwarded to me a picture block illustrative of the plane in question. The picture, as it appears in the *Telegraph*, shows the small size of the machine which can be compared to the figure of a man standing with his arms outstretched in front of the machine.

This machine will become popular for it is going to be the aerial "roundabout" of the future.

Sometime in the next week or so, the R30, the high airship constructed by Messrs. Vickers at Barrow, England, will be ready for its trial trip. She is built to British design and is destined for the inauguration of an international commercial airship service between the Capitals of Great Britain, France and Italy. Much interest will be evinced on this service as it is the first long-distance aerial service that has been started.

The chief difficulty to the establishment of an airship transport Company is the necessity of possessing a landing

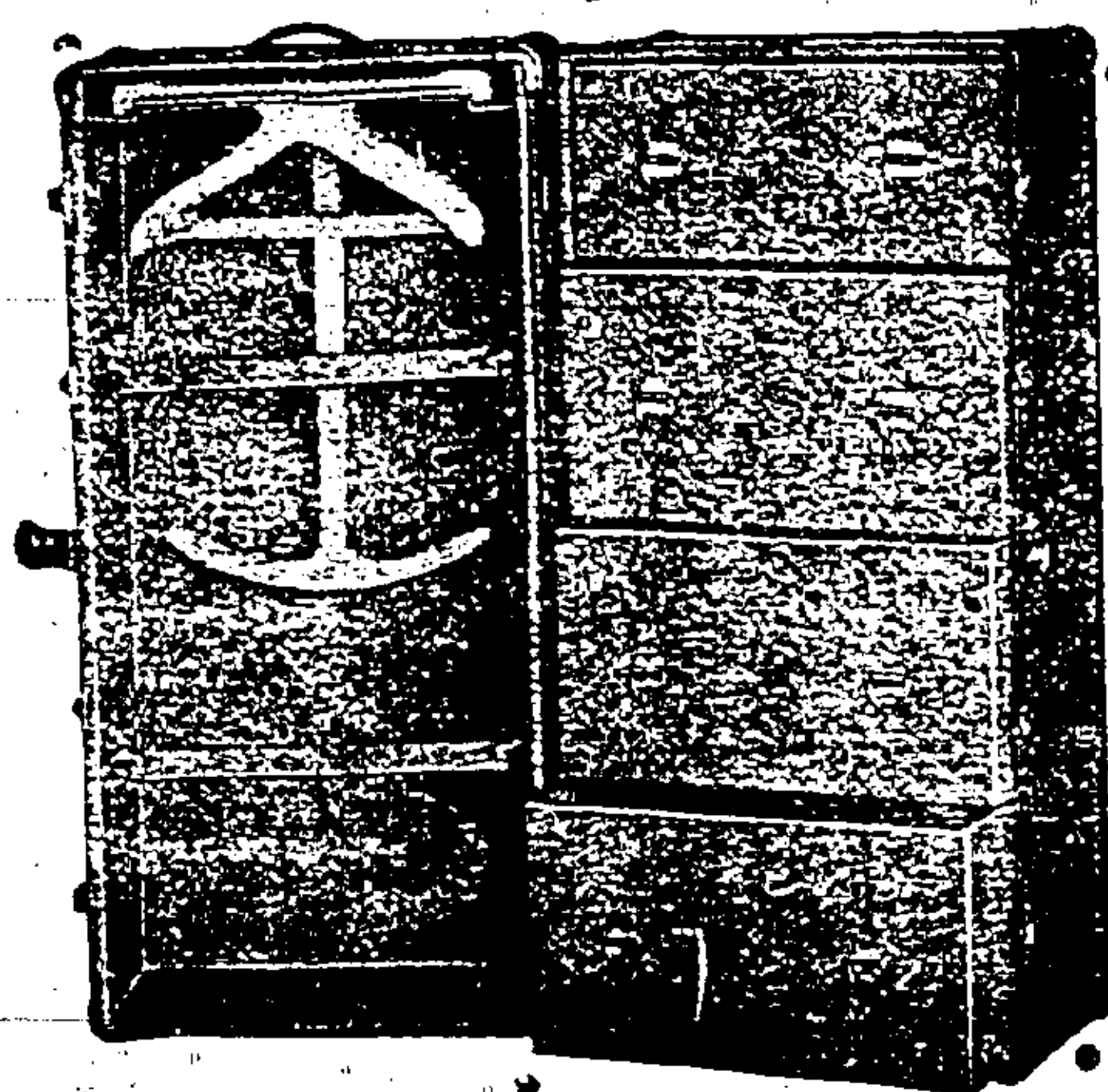
ground and hangar of an area corresponding to the bulk of the airship. Sir Arthur Browne, when he was in the Colony, spoke of a steel mooring mast or tower which should meet this difficulty. The remarkable development of the mooring mast, in conjunction with improvements in airships, has raised the whole airship proposition to a higher and perfectly practical level. Nothing can now prevent the definite establishment, within the next few months, of the airship on a commercial basis. The mooring masts have not only made abundant harbourage easily feasible, with all that that means in safety and preservation of material, but they have brought down the cost of an efficient service very considerably. Formerly it was necessary to provide in air-line estimates for enormous sheds, and these in some cases were designed to revolve so that the vessel could enter no matter whence the wind blew. The mooring mast is a very simple solution of the problem, and although not exactly a "harbour" or a "dry dock," it enables an airship to ride out a typhoon of moderate force.

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BON VOYAGE.

HONG-KONG'S DEPARTING TROOPS.

A good many people have been wondering why it is that the S.S. Ilyson, which is taking home the last of the Hongkong Garrison men due for demobilisation, has been delayed in Hongkong so long. It being generally expected that she would have been away over last week-end. We learn that it is all through a considerate military medical officer, who on inspecting the accommodation to be given to the troops in the between decks, refused to pass the vessel as fit for troops unless better ventilation was provided, and who also insisted that double awnings should be fitted.

In conversation with one of the men due to go, a *Telegraph* representative was informed last evening that whilst they are naturally all anxious to get away, they would much prefer to wait here a little longer while things are made comfortable, rather than be hustled on board to spend an uncomfortable trip. And so the Medical Officer concerned can take it that he has had some very kind things said about him.

There are about 114 R.G.A. men going, together with a few other details in addition to which there are about 45 officers and N.C.O.'s of the Chinese Labour Corps. The boat is now expected to leave sometime to-morrow, and residents who would like to do something to make the trip a pleasant one for these men have just one day more to give expression in any form they choose to their wishes of "Bon voyage."

One hears a certain amount of very foolish comment and it has come to the writer's knowledge that it has been said that these men have nothing very much to grumble at being kept to the last, because they all had to be "dug up" under the Military Service Act. People should not say such

things without knowing facts. At least twenty-five per cent of them are "Derby" men—volunteers; and at least another 60 per cent are men who were first of all rejected after volunteering for the Kitcheners and Derby Armies; and of the remainder the large majority are young lads who, previous to their actual joining under the Military Service Act, were not of eligible age for the Army under any scheme. It is but natural that such men should resent being called "dug-ups" but they can be assured that the majority of Hongkong residents know otherwise and have genuine sympathy for them in their delayed release and wish them nothing but a fair voyage and a successful return to civilian life. There is a great social distance kept between men of the Services and the majority of civilians here—a thing that we have often protested against—but it would be contrary to fact if these men now going home left with the impression that none cared. Some do and among them we are proud to count ourselves. To all now leaving, especially to the R. G. A. unit, we proffer the best of wishes and also the thanks of the public for what they have done for us during their three years' stay in the Colony.

SPECTACLES FOR CHILDREN.

Seven reasons why parents object to glasses for their children are mentioned by the Central Care Sub-Committee of the London Education Committee. The reasons given are:—(1) Appearance—children are nicknamed "four-eyes" and laughed at by others; (2) glasses are likely to be broken; (3) child can see as well without glasses; (4) other children do not need them; (5) father tests child at home and differs from school doctor; (6) children will not wear them when provided; (7) mother at work; no time to attend hospital.

EASTER CRICKET.

MATCHES ON CLUB GROUND.

The following whole-day cricket matches have been arranged to take place on the Club ground during the Easter Holidays.

On Saturday the Club play the Wiltshires, whose band will play during the afternoon by kind permission of Lt. Col. Wyndham and Officers. The teams are:—

Wiltshires:—Major Timmins, Capt. Beaver, Capt. Hooper, Capt. Blockly, Capt. Betts, Lieut. R. M. Beaven, Sgt. Holdman, L. Cpl. Beasant, L. Cpl. Purton, Pte. Harris, and Pte. Reeves.

Club:—T. E. Pearce (Capt.), R. E. O. Bird, C. A. Blaker, A. Burnie, E. W. Day, E. J. R. Mitchell, P. G. de Paravicini, E. D. Reed, Lt. Col. T. A. Robertson, G. R. Sayer and A. E. Wood.

On Easter Monday the match is marked a single, teams as below:—
Marked:—Lt. Col. T. A. Robertson (Capt.), Capt. P. H. Davis, E. W. Day, Major H. M. Edwards, Capt. E. H. Gray, Col. Humphrey, E. J. R. Mitchell, Capt. C. O. Olliver, F. A. Tedmond, E. D. Reed and F. Sutton.

Single:—Pay Lt. Robinson R.N. (Capt.), R. E. O. Bird, C. Blaker, Lt. Chauson, Lt. Hammond, Major Middlemas, Capt. H. E. Murray, P. G. de Paravicini, H. A. Sawyer, A. B. Sutherland and A. E. Wood.

Both matches commence at 10.30 a.m. sharp.

L. R. C. V. C. R. C.
The following will represent the L.R.C. in their League fixture against the C.R.C. on the latter's ground on Saturday at 2.15 p.m.:—A. H. Rumjahn, A. el Arculli, G. C. Earde, S. H. Ismail, S. A. Ismail, S. D. Ismail, A. A. Rumjahn, D. Rumjahn, N. M. Bux, E. A. Moosdeen, and R. Nazarin.

MARIE TEMPEST.

ENTERTAINED BY
UNIVERSITY SOCIETY.

At the residence of Professor and Mrs. Jordan yesterday, the members of the Hongkong University Dramatic and Musical Society entertained Miss Marie Tempest, the famous actress, the Vice-Chancellor (H. E. the Governor) being amongst those present. Chinese songs, instrumental items and a little play by three Chinese pupils of the St. Stephen's Girls' School were rendered, whilst Miss Tempest greatly delighted all present by contributing two songs, which were beautifully sung.

Mr. Mustaph Osman, President of the Society, later presented Miss Tempest with an address, bound and suitably inscribed, whilst she was also made the recipient of a beautiful Chinese scroll extolling her skill as an actress.

Miss Tempest feelingly replied, saying how touched she was by the gifts and speaking in high terms of praise of the wonderful beauty of the Colony.

The Tempest Company ended its season here last night by presenting "Mary Goes First," in which Miss Tempest scored another big success. She was given a great ovation at the close of the performance. The Company now goes to Shanghai.

LAWN TENNIS.

A most interesting tie in the Championship Doubles was begun at the H.K.C.C. ground last evening, when M. K. Lo and M. W. Lo met Wong Po-leung and Wong Pokie. The courts were in bad order, owing to the rain, which made play difficult. The first set went to the Wongs at 6-2, and they also won the next at 6-3. There was a hard tussle in the third set, which the Los won at 7-5. The light was now bad, and as a consequence the match was abandoned and will be replayed to-day. In the same competition, R. E. Townsend and Major Edwards defeated M. H. Lo and M. P. Choa 6-3, 6-2, 6-2.

In the Mixed Doubles M. M. Maas and Mrs. Whitmarsh (rec. 1/6) defeated Captain Murray and Mrs. Matland (owe 15) 6-2, 6-2.

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DAIRY FARM NEWS.

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S.S.	Tons	From Hongkong (about)	Destination
BANCA (Cargo)	6,000	3rd April	Marseilles, London and
KHIVA	9,000	15th April	Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,000	31 Mar. 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	28th Apr.	Sandakan, Thursday Is.
EASTERN	4,000	19th May	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

GREGORY A.	4,500	3rd Apr.	Shanghai & Kobe.
DILWARA	—	4 Apr. d'light	Shanghai.
NORE	6,700	6th Apr.	Shanghai & Kobe.

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SUWA MARU ... Sunday, 2nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU ... Monday, 5th Apr., at noon.

YOKOHAMA MARU ... Friday, 16th Apr., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU ... End of April.

TSUYAMA MARU ... End of April.

LIVERPOOL & MARSEILLES via S'pore, Cbo, Suez & Port Said.

TORA MARU ... Sunday, 11th April.

WAKASA MARU (Calling Genoa) Beginning of May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 21st Apr., at 11 a.m.

AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

GENOA MARU ... Wednesday, 7th April.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Tuesday, 6th April.

BOMBAY & COLOMBO via Singapore.

SHINZU MARU ... Tuesday, 6th April.

MEIKI MARU ... Thursday, 8th April.

ALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Saturday, 3rd April.

RANGOON MARU (Omitting Penang) Monday, 19th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 17th April, at 11 a.m.

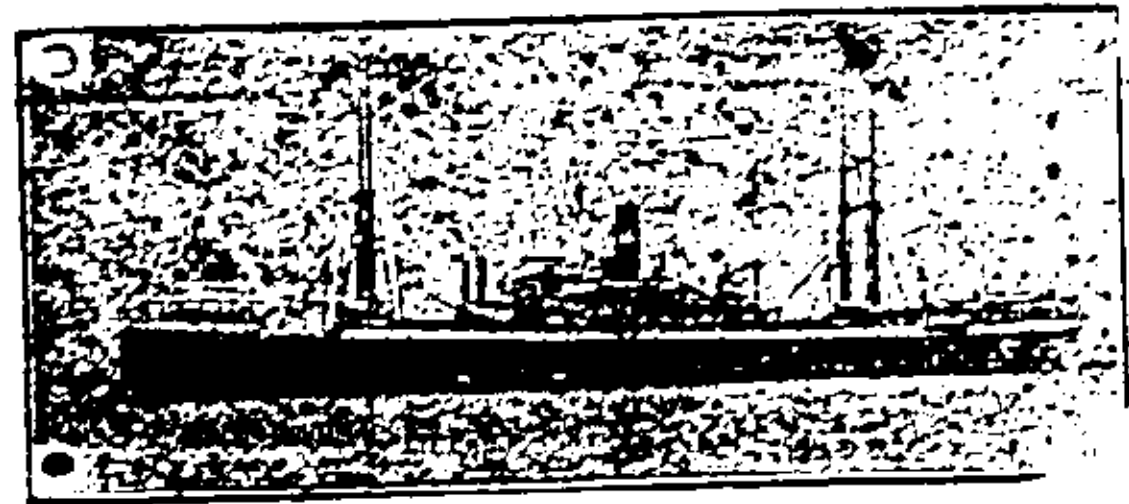
SHANGHAI, KOBE & YOKOHAMA.

TENSIN MARU ... Thursday, 1st April.

MISHIM MARU ... Tuesday, 6th Apr. at 11 a.m.

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Telephone Nos. 292 & 293. S. YASUDA, Manager.

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Steamer	From	Expected on or about	Will leave on or about	For
Tjipanas	Java	in port	7th Apr.	Saigon.
Tjikembang	Japan	5th Apr.	9th Apr.	Batavia.
Tjitaroom	Amoy	5th Apr.	9th Apr.	Batavia.
Tjisalak	Java	11th Apr.	16th Apr.	Java.
Tjilatjap	Java	14th Apr.	20th Apr.	Java.

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CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

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"SIAM MARU" ... End of April.

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"KOSOKU MARU" ... Sunday, 4th April.

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S.S. "INNSBRUCK"

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VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA"

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NANYO YUSEN KAISHA LTD.

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Destination	Steamer	Sailing
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MANILA	Loongsang	Sat., 3rd Apr. at 3 p.m.
STRAITS & Calcutta	Kumsang	Sat., 3rd Apr. at 3 p.m.
TIENTSIN	Cheongshing	Sun., 4th Apr. at d'light.
HAIPHONG via Hoihow	Taksang	Sun., 4th Apr. at 8 a.m.
SHANGHAI	Kwongsang	Tues., 6th Apr. at d'light.
KOBE	Chaksang	Sat., 13th Apr. at 3 p.m.
SANDAKAN	Hinsang	Tues., 27th Apr. at noon.

CALCUTTA LINE—This line now affords regular sailings to Calcutta, Penang and Singapore.

Sailing from Calcutta steamer proceed via Straits and Hongkong to Japan, occasional sailing to all Members and Yantow Ports via Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Members and Yantow Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly of passengers and cargo, calling at Hoihow when indicated on chart.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having special date accommodation for passengers.

Cargo taken as through Bills of Lading for Kaifu, Juso ton, Looze, Kawasand Lihad Date.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin calling at Waihaiwei and Chiao.

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s.s. "KUMSANG" will be despatched on or about 3rd April for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

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General Managers.

Telephone No. 215.

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CHINA NAVIGATION CO., LTD.

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For	Steamers	To Sail
SHANGHAI	Chihli	1st Apr. at d'light.
SHANGHAI	Sinkiang	1st Apr. at noon.
HAIPHONG	Kailong	3rd Apr. at 10 a.m.
SHANGHAI & TSINGTAO	Tean	3rd Apr. at 4 p.m.
SWATOW & BANGKOK	Chusan	6th Apr. at 10 a.m.
AMOY, SHAI & PUKOW	Shantung	6th Apr. at 4 p.m.
TIENTSIN	Kueichow	8th Apr. at noon.
MANILA, CEBU & ILOILO	Taming	13th Apr. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO

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Hongkong Mar. 31, 1920.

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Ma Jatta (Hailong) Ed Walker FRI. 2nd Apr. at 1 p.m.

Hailong W.C. Passmore TUES. 6th Apr. at 1 p.m.

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"CHARLTON HALL" via Panama & Havana 31st March.

"JASON" via Suez 11th April.

"CITY OF COLOMBO" via Suez 5th May.

"EURYMACHUS" via Panama 12th May.

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EASTER HOLIDAYS.

The General Post Office will be open on the 2nd, 3rd and 5th inst. from 8 a.m. to 9 a.m. only.

There will be one delivery of ordinary correspondence and one collection from the Pillar Boxes on such of these days also a special delivery of registered correspondence at 9 a.m.

The Branch Office will be open from 8 a.m. to 9 a.m. and 3 p.m. to 5 p.m. with the exception of Sheungwan Branch which will be open from 8 a.m. to 9 a.m. and 3.30 p.m. to 8 p.m. and Kowloon Branch which will be open from 8 a.m. to 9 a.m. only.

The Money Order Office will be entirely closed during the Holidays.

Reading matter intended for the use of the troops proceeding home by the s.s. HYSON, will, if sent to the G.P.O. be delivered on board the vessel.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per TEAN, 31st Mar.

Bombay and Straits—Per TEN-SHIU M., 31st Mar.

Straits—Per GREGORY M., 1st April

Japan—Per KATORI M., 1st April

Japan—Per HAKODATE M., 3rd April

Straits—Per CHUNRA, 3rd Apr.

Straits—Per DILWARA, 3rd April

Straits—Per MISHIMA M., 5th April

Japan—Per SHINZUI M., 5th April

Straits—Per TOYOOKA M., 7th April

Straits & Calcutta—Per YEBO-SHI M., 12th April

Straits—Per SADO M., 14th Apr.

Australia and Manila—Per AKI M., 16th April

OUTWARD MAILS.

TO-MORROW.

Shanghai and North China—Per SENKIANG, 1st April, 10 a.m.

Shanghai, North China & Japan via Nagasaki, Honolulu, Canada United States Central & South America and EUROPE via SAN FRANCISCO—Per SHINYO M., 1st Apr., Reg. 9.45 a.m. Letters 10.30 a.m.

Amoy—Per TAIKANG, 1st Apr., 5 p.m.

Haiphong—Per GLYMONT, 1st Apr., 5 p.m.

Philippine Is.—Per MELVILLE DOLLAR, 1st Apr., 5 p.m.

Amoy—Per VAN WAERWIJCK, 1st Apr., 5 p.m.

FRIDAY, 2ND APRIL.

Haiphong—Per KAIFONG, 2nd April, 9 a.m.

Swatow, Amoy & Foochow—Per MORIATA, 2nd Apr., 9 a.m.

SATURDAY, 3RD APRIL.

Philippine Islands—Per LOONG-SANG, 3rd Apr., 9 a.m.



THEIR PAGE



A BEAUTIFUL GOWN.



The gown shown above is of pale Mocha silk tulle, with embroidery in the same shade.

Designs of the Moment.

Paris is showing daring Oriental suits of lustrous gold and silver tissues ending in trousers legs, which are held close to the shoe tops by straps, sometimes embroidered in precious stones, passing under the wearer's instep, among the displays of summer models in modistes' parlors. Some coyly veil the trousers with filmy materials.

Recent rumors that tight lacing was to be restored to favour have proved to be erroneous. In fact, little, if any, corseting will be needed for the coming summer. The length of street dresses being shown is about the same as that most in vogue last autumn but the hem is narrower.

Bright textures will appear in the most popular creations, and patterned materials will be featured by some of the more famous houses. One of the most popular models will show a flounce effect and a tight underskirt of jade green. A smart little jacket, with gorgeously embroidered lining, has been given the stamp of approval in some of the more exclusive shops.

THE GIRDLED BLOUSE.

A bit of bright colour seems to be ever present in the new blouses and offers great possibilities of freshening a costume of which one has grown tired. The brilliant girdle is used more and more to complete novelty blouses. Often this sash is in self-tone with the fabric of the blouse and knots into its hanging ends fancy ornaments in stone or celluloid that give it a colour value. The girdled blouse is the form of the over-the-skirt blouse that seems to be winning its way most strongly into popular favour, and it apparently will be one of the well liked modes of the spring.

LACE AND SILK NET.

In the search for new and fascinating fabrics of which to fashion the dressy blouse, lace in all its wealth of variety is one of the latest choices. It is often used in its own appealing freshness, but sometimes the designer turns to the colour pot. Lace is occasionally replaced by silk net, carrying a pattern of delicate embroidery in gold or silver, or a hint of gold or silver.

Imitation faces, with their fascinating all-over designs, are not only permissible, but in the most frequent use. Fashion, however, does not neglect old lace. Added to the familiar fillet are Irish, Cluny, and Venise, and less frequently, other real laces. These do not content themselves with being merely incidental decoration, but are also used for entire blouses—two and three varieties combined.

SPRING SKIRTS.

Every one knows just how indispensable to the average woman's wardrobe the separate skirt has become, and how convenient it is to wear under fur coats and with sweaters. The new plaids are brighter than ever and the bolder the design the more chic the wearer. Brilliant colour schemes of all descriptions are the latest thing. Spring skirts show how the charming new materials may be manipulated to produce good effects. Plaids are cut and joined on the bias, and striped materials are trimmed with bands of the same cut in the opposite way. Broad stripes are concealed by clever pleating, until the skirt discloses them when stretched to its width.

While there is lively speculation concerning skirt width, separate skirts have not greatly increased in this respect. The effect is usually narrow, in spite of the fact that pleatings of various kinds are salient features. Many women prefer the semi-made skirt to one that is made to order by a tailor, and the shops just now offer an interesting assortment of semi-made skirts at prices not prohibitive. Fancy woollens are liked best, and one may exercise individual choice as to the type of pleat preferred. Pockets used to be very modest affairs, hidden beneath the folds of one's draperies, and for this reason the basis of many a joke. Now they are far from inconspicuous. A skirt is known by its pockets. A glance tells whether it is new or old, tailor-made or home-made, just by the set and shape of the pockets.

CHECKS AND LINES.

PARIS LAUNCHES NEW SPRING MATERIALS.

Speculation is rife as to which of the two existing modes will still prevail this spring. For there are two very decided styles, which have an equal number of defenders—the straight, clinging style and the "fluffy" panned. The probabilities are that both will still live—the straight style for the tall and plump, the panned style for the short petite woman.

But, although we still are in the dark with regard to new models, we are already fully informed by the large manufacturers of the novelties which have been offered for selection for the making of these new models. The first of all kinds of novelties to "come out" each season are always the tailor-mades and the petites robes of lighter, woollen material.

Firstly, fresh inspiration are decided against the vogue for plain materials, and there will be many fancy novelties. Checks, squares, and lines woven into the woof of the material itself will be seen everywhere. But the checks will be like none yet seen. Instead of checks of different colours, set close together, such as black and white, red and white, grey and black, or blue and black, etc., such as we have seen for so long, the background of the material will be plain, and upon it there will be fine crossing lines—vertical and perpendicular—that will form coloured open squares upon the background. Thus, on a background of dark blue serge there will be large squares—and the tendency is always towards the large, and not the small square—formed of bright lines of jade green, of vivid blue, of mustard yellow, or merely of pure white lines. Besides squares there will be the same material with straight lines of the same colour placed about an inch apart.

A new colour has been invented which threatens to be a serious rival to the popular jade. It is known as eucalyptus, and as all visitors to the Riviera know the eucalyptus leaf is of a delightful and strange tone of which it might be said that it is "too grey to be green and too green to be true grey." It is most becoming to golden and ash blondes, and with touches of black will be charming. One gown was seen of this colour in crepe georgette, embroidered all over with a large open design in a light wool stitching in tones of cream, black, and tangerine yellow. The medley of colour was exquisite, and in this case was worn by a very white-skinned, grey-eyed brunette, and with amazingly novel effect.

For the plain everyday dress known to the Parisienne as the petite robe another new material is designed which should "make up" delightfully. The taste for the trimming of some kinds of thin, plain materials with galoon still persisting, one manufacturer has evolved a light serge, very fine and soft that has a selvedge forming a galoon of its own. The selvedge is removed before cutting out the gown, and is found to be a galoon with a self background, upon which innumerable lines of bright contrasting colour, set side by side in regular rows, make a charming trimming for the dress. It suggests the fine soutache trimming, and is reminiscent of the Breton fashion of sewing close together line after line of brightly coloured scutache braid.

A dark jade serge has such a selvedge trimming of thick lines of black, white, brown, bright yellow, bright blue, and scarlet set close together to form an entirely novel galoon that is most pleasing. Nothing quite like this has ever been fashioned before. It is difficult for the eye to discern that the coloured lines are woven into the stuff itself, for they have all the appearance of relief, and being set slightly apart up on their background this gives an almost undetectable effect of raised lines. Such a material ought to be very popular among the home dressmakers, for it is simple to use it, and its smart effect is unquestionable.

BLOUSE IN GAY COLOUR EFFECTS.



The front and back of this blouse which are alike, comprise an accordion-pleated panel in marine blue Georgette and side sections with kimono sleeves of a deeper green-blue Georgette checked with golden brown, and roll-back cuffs of redgold metal cloth. The sleeves are made to take on the new raglan effect merely by outlining the armhole, as shown in the sketch, with the trimmings of green-gold buttons. The whole is made over a foundation of emerald-green China silk.

JOTTINGS.

A DAZZLE JUMPER.

It will need a certain amount of moral courage to make one's first appearance in some of the dazle jumpers which have been hopefully prepared for the spring season, so remarkably vivid are the colours, which have been selected for the stripes and zigzags with which they are decorated.

ORIGINALITY IN HEMS.

The hems of skirts are showing much originality just now. Sometimes instead of the skirt itself being caught under, ribbons hanging from the waist are allowed to hang several inches below the skirt and are then caught up from underneath. Quite often a tulle overskirt is allowed to hang a few inches below the short underskirt.

SMART DANCE FROCK.



In this frock a pale rose georgette is used in an accordion-pleated skirt mounted over chiffon of the same tone. The corsage is made on a flesh-coloured net. The skirt has a foot banding of tarnished silver ribbon with a deep Greek border worked out in the same medium. The gathered panels are edged on one side with a two-inch pleated frill, and on the other are attached to the skirt. There are four of these panels and each is decorated with a motif of sequins. As a last note there is a soft, narrow girdle of tarnished silver cloth that fastens with a few puffs at the centre back.

USEFUL HINTS.

PROTECTION FOR DINING TABLE.

The danger of marring the finish of a dining table with a white spot caused by water which may soak through a centrepiece from a fern or other decorative plant often offsets enjoyment of the plant's beauty. An easy way to overcome this trouble is to cut a piece of oilcloth the proper size and place it beneath the centrepiece. This will prevent moisture from penetrating the linen and marring the table.

CURTAINS OF CALICO.

A cheap and satisfactory substitute for more expensive curtain material is unbleached calico. This looks wonderfully well, even without a decorative border, but the latter can easily be added either in some simple stitchery design in contrasting colours or by motifs cut from coloured materials and applied on at regular intervals. The spaces between could be stitched in colours to match or contrast.

CURTAIN HANGING.

The following method of hanging casement curtains has been found very satisfactory. When stitching the top hem of casement curtains insert a number of small loops of wide tape. The curtain safety pins can be slipped through these loops, instead of being pinned through the material. This obviates the necessity of frequent pinning, and the consequent spoiling of material or the sewing on of rings.

TO FRESHEN FLOWERS.

A pinch of salt put in a bowl containing cut flowers will help to keep them fresh longer. About a half-inch should be cut from the stem each morning, and, if possible, the buds and blossoms should not be touched. Fresh air is always good for flowers and plants, but drafts are liable to kill them.

MEND VEIL WITH HAIR.

A veil which has a hole or two in it need not be thrown away. It may be mended by drawing two strands of hair as near the shade of the veil as possible through the mesh and pulling the veil together. The hair should be tied securely and clipped close to the ends.

WHEN TO BRUSH HAIR.

One of the A. B. C.'s in the care of the hair is that it should never be combed or brushed while damp. The best method is to thoroughly dry the hair by brisk rubbing, and when dry, to brush or comb it. Retiring with the hair damp will devitalize it and cause it to fall out. Curling the hair when it is not dry causes it to break, and the steam which necessarily rises from the hot iron is harmful to the scalp.

FRUIT SHOE POLISH.

One of the simplest and most satisfactory ways to freshen shoes, is to rub them with a piece of orange or lemon, and polish them with a dry cloth immediately. This is a convenient method, particularly when travelling.

BONELESS CORSETS.

The woman who is slender enough goes without corsets altogether when she wears evening clothes, for evening gowns are loose and graceful and the natural figure lines must be suggested even if one does have to don a corset brassiere to confine too-plump contours. The evening corset is made of silk elastic and has no bones at all. It is drawn on over the feet by means of silk loops attached to its upper edge—just as man used to draw on his high boots. At the front it is slashed down several inches and has silk cord lacing, so that it may be adjusted comfortably over the diaphragm. It does not come more than an inch above the waistline and there are garters at the back as well as at front and sides—a most important feature, giving the desirable flat line all the way down the back of the figure. With this corset goes a bandeau of ribbon, narrowing toward the back so that the evening gown may be cut down quite low at the back in this season's fashion.

A NOTED BEAUTY.



The Marchioness of Creve, one of the most beautiful members of the English Peerage.

JOTTINGS.

NEW DRESSES AND JUMPERS.

Lady readers will be interested to know that Messrs. Lane, Crawford and Company are constantly receiving new consignments of summer goods from Home. The latest arrivals include some very smart silk jumpers for evening wear, as well as a large assortment of pretty voile dresses. These latter are offering at exceptionally low prices, owing to a fortunate purchase just before the rise in the price of cotton at Home.

JOTTINGS.

KEEP THE TROUSSEAU SMALL.

In the days when a lady's trousseau included six dozen of "everything" how dreary must have been the rest of her days with no prospect of ever being able to visit a lingerie shop again! A firm specialising in trousseaux says that the modern bride becomes more and more anxious to cut down the number of her "underneath" garments in order not to kill her excuses for shopping orgies of the future.

A STEP UP.

It is quite amusing to note how the once humble semi-precious stone now holds its own with the haughtiest diamond that ever flashed in proud tiara. Aquamarine, for instance, was a very suburban jewel, but now fashion and the exigencies of the jeweller's trade have given it quite a different status. Judged on its own merits, however, it has only come into its own, for I think it has every right to rank with the best as far as beauty is concerned.

THE NEW POPPY CAPE.



For the above cape, three founces of poppy-colored taffeta are sewed to a foundation of the same silk, the top founces arranged carefully around the shoulder line. Then a large collar lined with the taffeta is adjusted so that it falls properly over the shoulder line. A large silk-covered button, with cord and long tassels of the silk, holds the fronts together.

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12.00 noon to 1.00 p.m. Every 10 min.

1.00 p.m. to 2.00 p.m. Every 10 min.

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1.00 a.m. to 2.00 a.m. Every 10 min.

2.00 a.m. to 3.00 a.m. Every 10 min.

3.00 a.m. to 4.00 a.m. Every 10 min.

4.00 a.m. to 5.00 a.m. Every 10 min.

5.00 a.m. to 6.00 a.m. Every 10 min.

BANKS

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital: \$50,000,000.00

Paid up Capital: 12,379,800.00

Reserve Funds: 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 30/31

Connaught Road Central

Branches and Sub-branches all over

China and Correspondents in San

Francisco, Singapore and Tokyo.

London Bankers:—The National

Provincial and Union Bank of

England, Ltd.

New York Bankers:—Irving

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counts and Fixed Deposits.

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Business transacted.

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securities.

Special facilities for Home

Exchange.

Interest on Fixed Deposits at

the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYEE PEI

Manager.

THE INDUSTRIAL AND

COMMERCIAL BANK, LIMITED.

Head Office: 4, Des Voeux Road, Central.

Hongkong Branch: 10, Queen's Road.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed

Deposits bear interest at Rates

2, 4, and 5% respectively.

J. USING LY,

Manager.

Hongkong, 7th July, 1919.

HOW TO AVOID

INFANTILE AILMENTS.

When there are diseases pre-

valent in the season, it is most

dangerous for Infants and so

great care must be taken in feed-

ing them with proper food; other-

wise they will give Mothers a

lot of trouble. To avoid that

trouble is to feed them with

LACTOGEN which resembles

human milk, easily digested and

the promoter of healthy appetites.

It keeps the Infants thriving and

free from all Infantile Ailments.



SHIU FUNG TAI & CO.

Sole Agents for Hongkong and

South China.

No. 47 & 48, Connaught Road Central,

Hongkong.

Telephone Nos. 1249 & 2231.

AFTER A SHOWER

If your clothes are spotted with

rain and stained with mud, you

need not be in despair about

them. Send your costume, coat,

or dress to DIAMOND, have it

cleaned and tailor-pressed by the

special DIAMOND Process. It

will come back fresh and spotless,

as if just newly-bought.

THE DIAMOND DYEING

AND

DRY CLEANING CO.

Agent,

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Kowloon

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ASIA BANKING CORPORATION.

Capital \$4,000,000.

Surplus \$1,100,000.

Head Office: 35, Broadway, New York City.

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SHANGHAI

TIENTSIN

MANILA

PEKING

HANKOW

CANTON

CHANGSHA

Through its branches and affiliations THE ASIA

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with all parts of the world.

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San Francisco,

Bank,

Cal.

Bankers Trust Co.

New York City.

Continental & Commercial Na-

tional Bank

China

First National Bank

Portland, Ore.

Guaranty Trust Co. of New York

New York City.

Guardian Savings Trust Co.

Cleveland, Ohio.

Mercantile Bank of the Americas

New York City.

National Bank of Commerce

Seattle, Wash.

National Shawmut Bank

Boston, Mass.

Manager, Hongkong Branch

D. M. BIGGAR.

THE MERCANTILE BANK OF

INDIA, LIMITED.

Head Office: 15, Gracechurch

Street, London, E. C. 4.

Capital Authorized: £1,500,000

Subscribed Capital: £1,500,000

Paid up Capital: £1,500,000

Reserve Fund: £1,500,000

Reserve Liability of Shareholders: £1,500,000

BANKERS

The Bank of England.

The London Joint City & Midland Bank, Ltd.

BRANCHES

Bombay, Calcutta, Colombo, Hongkong, India, Japan, London, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Yokohama.

NOTICES.

DONT GROUSE
OLD MAN!Have a
"FELUCCA"

This advertisement is issued by British-American Tobacco Co., (China) Ltd.

MOVEMENTS OF
STEAMERS.

The N. Y. K. s.s. TOYOOKA M. (European Line) left London for this port via Suez on the 25th Feb. and is expected here on the 7th April.

The N. Y. K. s.s. MISHIMA MARU (European Line) left London for this port via Suez on the 28th Feb. and is expected here on the 5th April.

The N. Y. K. s.s. SADO M. (European Line) left London for this port via Suez on the 6th March and is expected here on the 14th April.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 19th March, left there 20th and is due at Vancouver on 29th March.

The N. Y. K. s.s. KATORI M. (American Line) left Kobe for this port via Nagasaki and Shanghai on the 24th March and is expected here on the 1st April.

The N. Y. K. s.s. YEBOSHI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 22nd March and is expected here on the 12th April.

The N. Y. K. s.s. IENSHIN M. (Bombay Line) left Singapore for this port on the 24th March, and is expected here on the 31st Mar.

The N. Y. K. s.s. KAGA Maru (European Line) left Kobe for this port via Moji and Shanghai on the 26th March, and is expected here on the 4th April.

The P. & O. s.s. CHENRA left Singapore for this port on the 27th instant at 6 p.m. and is due here on the 3rd April at about 8 a.m.

The N. Y. K. s.s. SHINZUI M. (Bombay Line) left Kobe for this port via Moji on the 29th March, and is expected here on the 5th April.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 26th March and is expected here on the 16th April.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 26th March and is expected here on the 26th April.

The P. & O. s.s. DILWARA left Singapore for this port on the 29th instant at noon, and is due here on the 3rd April at about 2 p.m.

The N. Y. K. s.s. KATORI M. (American Line) left Shanghai for this port on the 29th March, and is expected here on the 1st April.

The Ben Line s.s. BENVENUE from Middlesbro and London left Singapore for this port on 27th March, and may be expected to arrive here on 2nd April 1920.

The P. & O. s.s. GREGORY APCAR left Singapore for this port on the 27th instant and is due here on the 3rd April.

The N. Y. K. s.s. HAKODATE M. (Calcutta Line) left Moji for this port on the 29th Mar. and is expected here on the 3rd April.

TIDE TABLE.

29th to 4th April, 1920.

Day	Month	High Water	Low Water	Mean Time	Height
Mon.	29	6 54	4 45	10 43	4.1
Tues.	30	7 36	4 49	10 49	1.5
Wed.	31	8 22	5 5	11 14	1.5
Thur.	1	9 11	5 7	12 10	1.7
Fri.	2	10 1	5 9	1 10	2.1
Sat.	3	11 11	6 1	2 14	2.0
Sun.	4	12 11	6 3	3 14	2.2

m morning, a afternoon.

METEOROLOGICAL.

Previous.	Day On date	On date.
Barometer	29.93	29.95
Temperature	75	71
Humidity	79	81
Wind Direction	E.	E.
Force	3	1
Weather	o	od
Rain	0.02	0.00
Highest open air Temperature on the	30th 75	31st 70
Lowest " " " " " "	30th 61	31st 51

H.K. Observatory, Mar. 31, 1920.
C. W. JEFFRIES, Director.

EXCHANGE.

SELLING.

T/T	5/-
Demand	5/-34
30 d/s	5/-34
60 d/s	5/-34
4 m/s	5/-34
T/T Shanghai	Nom.
T/T Singapore	216
T/T Japan	206 1/2
T/T India	210
Demand, India	210
T/T San Francisco	96
& New York	96
I/T Java	240
I/T Marks	Nom.
I/T France	13.95
Demand, Paris	—

BUYING.

4 m/s. L/C	5/2 1/4
4 m/s. D/P	5/2 3/4
6 m/s. L/C	5/2
30 d/s. Sydney and Melbourne	5/3 1/4
30 d/s. San Francisco & New York	97 3/4
4 m/s. Marks	Nom.
4 m/s. France	14.45
6 m/s. France	14.60
Demand, Germany	—
T/T Bombay	96 1/2
Demand, Bombay	210
T/T Calcutta	210
Demand, Calcutta	—
Demand, Manila	196
Demand, Singapore	216
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	42 1/2
Sovereign	3.95 Nom.
Gold leaf per Tael	28.80
Hay Silver, ready	72 1/2
forward	72 1/2
New York/London	3.68 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$3/10 dis.
10 "	\$3/8 dis.
5 "	\$4/5 dis.
Canton subcoins	\$3 3/10 dis.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks	n. \$575
Marine Insurances.	
Cantons	n. 440
North China	n. 140
Unions	n. 180
Yangtzes	n. 230
Far Eastern	n. 130
Fire Insurances.	
China Fire	n. 138
H. K. Fire	b. 285
Shipping.	
Douglases	b. 84
H.K. Steamboats	b. 20 1/4
Indos (Prof.)	n. 20
Indos (Def.)	n. 210
Shells	b. 200
Ferries	b. 25
Refineries.	
Sugars	n. 189
Malabons	n. 41
Mining.	
Kailans	n. 142 1/2
Langkats	n. —
Shanghai Loans	sa. ex div. 161
Shai Explorations	n. —
Raubs	n. 1
Ironohs	n. 55/-
Ural Caspians	n. 38/-
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. 82
K. Docks	b. 154
Shai Docks	b. 125
N. Engineerings	b. 27
Lands, Hotels & Buildings.	
Centrals	s. 107
H.K. Hotels	n. 130
L. Invest.	s. 107
H'phreys Est.	n. 7
K'loon Lands	n. 50
L. Reclamations	n. 133
West Points	n. 58
Cotton Mills.	
Ewoe	n. 710
Kung Yiks	n. 68
Lau Kung Mows	n. 435
Orientalis	n. 310
Shai Cottons	n. 400
Yangtzeapoos	n. 45 1/2
Miscellaneous.	
Cements	sa. 6 1/2
China Borneos	n. 17
Do. Light old sa.	7 1/4 new b 5 1/4
China Providents	b. 740
Dairy Farms	b. 22 1/2 sa. 22
Electric H. K.	n. 85 c. r.
Electric Macao	n. 34
Hongkong Ropes	s. 25
Hk. Tramways	n. 64
Peak Trans. old	s. 670
Do. new	n. 80 cts.
Steam Laundries	b. 3 1/2
Steel Foundries	n. 10
Water-boats	b. 12
Watsons	s. 6.20
Wm. Powells	n. 15
Wisemans	b. 27 1/2

Hongkong, Mar. 31, 1920.

WEATHER REPORT.

March 31d 12h. 10m.—No return from Japan and Vladivostok. Pressure has increased slightly at all reporting stations; a weak anticyclone is situated to the north of the Yangtze.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 4.09 inches, against an average of 6.16 inches.

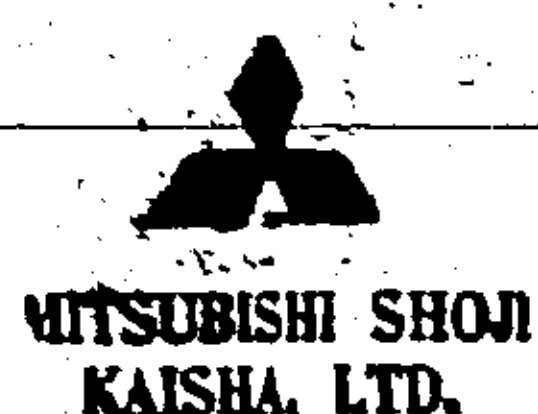
FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast
1 Hongkong to Gap Rock.	N.E. winds, fresh; cloudy; fog mist or drizzle rain.
2 Formosa Channel.	as No. 1.
3 South coast of China bet. the same	as No. 1.
4 South coast of China bet. the same	as No. 1.

G. W. JEFFRIES, Director.

Hongkong Observatory, Mar. 31, 1920.

NOTICE.



(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF COAL MINES OF
YAMAGUCHI, OCHI, MUTSU, KINOKAWA,
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SHINKEI, KANADA, KAMAYAMA, SIBU,
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Agents for SAKITO COAL.

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BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANSAI, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIRIN, TSINGTAO, TSIENFU, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

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Codes:—A1, A.B.C. 5TH ED.,
Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

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No. 14, Pedder Street, Hongkong.

ASAHI BEER



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THE HONGKONG HOTEL CO., LTD.

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THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

ENTERTAINMENTS.

THE
VICTORIA

FOR ONE NIGHT ONLY
TO-NIGHT! 9.15 p.m. TO-NIGHT!

CHARLIE CHAPLIN

IN

"SHOULDER ARMS"

ALSO

HAROLD LLOYD

IN

"LUKE LOSES PATIENTS"

5.15 p.m.

FINAL EPISODES OF

"BOUND & GAGGED"

THE

TEL NO. CORONET TEL NO.

1743.

1743.

TO-NIGHT at 5.15 and 9.15 p.m.

FRANK KEENAN

IN

"THE WORLD
AFLAME."

At 7.15 p.m.

"THE CIRCUS KING"

Episodes 15 & 18.

HOTELS.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT,

THE PREMIER HOTEL FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

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(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central District. 42 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.

Hotel Launch Meets all Steamers.

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Are resident Managers.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL

15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF

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CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373.

Telegraphic Address: "VICTORIA"

J. WITCHELL, Manager.

Printed and Published for the Proprietor, by Alfred Morley at 11, Ice House Street, in the City of Victoria, Hongkong.